

SCOTS

n' water



VOLUME XV, NUMBER 6

June, 1973

Scots swing into action

*Race results
on pages 6-9*



DISTRICT DUEL—Texas District champion Fred Tears (553) and John Cameron battle to move up during the second leg of the first race of the districts on Lake Travis, Austin. Cameron went ahead to place

second in this race, while Tears took third. However, Tears put together another third and a first in the last race to win the district championship.

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Make the NAC a sailing vacation

By WAYNE JOSTRAND

The 1973 FSSA North American Championships will be held at the Riverside, Conn., Yacht Club, Aug. 18-24. In addition to providing an excellent site for the regatta itself, this year's NAC location provides a great opportunity for summer vacationing.

Riverside is part of Greenwich, Conn., which has long been known as the "Gateway to New England" because of its unique position in the panhandle of Connecticut. So close to New York City and yet part of New England, it has clung to a rural atmosphere with open areas of green and the sense of a friendly village.

As you visit our town, you will want to know both its aspects — the excitement generated by its proximity to the largest city in the U.S. and the quiet charm of New England with its historical heritage.

You can experience this feeling of history by visiting one of the restored houses in Greenwich and nearby locations. The Bush-Holly House, built before 1685 by a

Dutch fur trader, has been restored and opened to the public with many of its original furnishings still intact. Also in Greenwich is Putnam Cottage, site of a Revolutionary War skirmish.

A bit further away in Tarrytown, N.Y., is Sunnyside — the restored home of Washington Irving who created Ichabod Crane and the Legend of Sleepy Hollow. Further up the Hudson River are the Boscobel Restoration of a stately mansion and the Hyde Park residence of Franklin Roosevelt furnished as it was during the lifetime of the former President. In addition, a visit to the U.S. Military Academy at West Point is a must.

A trip of special interest to sailors is to Mystic Seaport, about a two hour easterly drive from Greenwich. The shops and homes characteristic of a 19th Century seaport are restored creating the authentic atmosphere of an early maritime community.

Many of the shops are in operation today providing a glimpse at early American trades. You can see

Equipment required for Nationals

Sailors competing in the 1973 FSSA North American Championships will be required to bring ground tackle to be used for mooring during the regatta. Minimum equipment includes a #10 Danforth anchor, six feet of 3/8" chain, and line to provide fifty feet of scope. Note that this equipment is in addition to the ground tackle to be carried during racing as required by the FSSA Specifications (Sections S-V-2).

The host fleet will provide numbered buoys. Moorings will be set by the host fleet who will also provide tows to the moorings.

Registration is continuing for the

NAC on a first-come, first-served basis. All registrations must be received by Fleet 7, the host fleet, prior to Aug. 1. (See accompanying registration form.)

Only 80 boats can be accommodated for the NAC. Of this a maximum of 65 boats will be reserved for boats not belonging to the host fleet. If the total of 65 boats from "outside" fleets is not registered, the difference can be made up by additional registrations from the host fleet.

Any Flying Scots not belonging to a recognized fleet must sail in a regional or district championship regatta in 1973 prior to the NAC.

New England in August

weavers or woodcarvers at work and visit the apothecary or rope factory. There are exhibits of old sailing craft and ship models. A highlight is the "Charles W. Morgan," the last remaining square-rigged wooden ship.

Minutes from Greenwich is the Westport Playhouse, one of the oldest summer theatres in the U.S. which produces shows with first-rate stars.

The American Shakespeare Festival Theatre is located a half hour away in Stratford, Conn. The theatre itself is designed in the style of an Elizabethan playhouse. Strolling baladeers entertain before the performance on the lovely park-like grounds of the theatre. The productions have been acclaimed as some of America's best. Tickets must be obtained in advance.

Less than an hour from Greenwich are the boundless attractions of New York City.

It is not too early to write for tickets to that Broadway play. While tickets can be difficult to obtain for hit shows, the time of the NAC is during the season when it's well worth a try.

As for sightseeing, many tours are available which cover the highlights of the city. The Circle Line Ferries circle the Manhattan Island throughout the day providing a highly recommended tour. Your plans might include a visit to the South Street Seaport Restoration. A five block area of New York's dock area is being restored to its original 1850 character.

Hopefully, this has stirred your interest; it's only a beginning. Additional information is available in Guide Books or by writing the State of New York or Connecticut. Also, information on lodging, eating, etc., will be mailed directly to NAC registrants.



A SCENIC SPOT—Views such as this await those who attend the North American Championship in Connecticut. Pictured are the falls at Devils' Hopyard State Park, East Haddam.

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Sandy looks at penalty systems: Is disqualification too severe?

By SANDY DOUGLASS

Until a few years ago, all yacht racing was sailed under rules which offered only one penalty for any sort of infraction of any rule — disqualification. Major or minor, intentional or unwitting, everything from deliberately holing another boat to the touching of a flag on a mark with the main sheet, any and all infractions of the rules were given just one penalty — disqualification.

The Flying Scot still sails under essentially these rules. Isn't it time we gave some thought to using one of the graduated penalty systems more in keeping with the severity of the infractions? Most of the other important classes are doing this.

It wasn't so many years ago that petty criminals were given frightful punishments for minor offenses. We no longer think a man's head should be cut off for stealing a loaf of bread. But still we cut off the skipper's head if he makes the slightest mistake on the race course. Other sports provide minor penalties for minor offenses. Just suppose the Green Bay Packers were to be thrown out of the game (and, perhaps, the championship) because one of their men was offside in one of the plays?

Sailing is a clean sport, and I am all for keeping it that way. In my experience, I have seen more cheating in boat, rig and equipment changes than I have seen on the race course. It's all very well to adopt a pious, holier-than-thou attitude and to say that anyone who commits an infringement should be disqualified, but the fact remains that it doesn't make sense to throw the book at a man for committing some minor technical error which helped him little, if at all, and hurt no one.



Each of us is honor bound to obey the rules, to drop out if we commit a foul, to protest the other man if he fouls. Most of us do not like to enter protests, especially if a friend is involved — and more especially if we think that disqualification would be too severe a penalty for the infringement. Suppose the other man happens to be winning and disqualification would cost him not only the race, but the series as well? Often the protestor does not want to run the risk of being considered a poor loser and does not enter the protest.

And yet, if a foul has been committed, in justice to all of the other contestants the one committing the infringement either should drop out voluntarily or should be protested and disqualified. After all, his remaining in the race adversely affects the scores of the others. It is not a good system.

There are those who seem to fear that lesser penalties will encourage greater risk-taking, will lead to a proliferation of fouls, to a loss of the spirit of fair play and sportsmanship on which yachting is based. Has this been the case? Most of the important classes have, for several years, tried out one or the other of the graduated penalty schemes, and from all I have heard and read the results have been favorable.

The experience of other classes is that while the new systems may not be perfect in all respects they are fairer. There appear to be no greater number of infringements of the rules, no rash of recklessness,

and in most cases the penalties better fit the infringements. In law the present-day philosophy is that it is better for the innocent to be spared a miscarriage of justice even at the risk of having the guilty get away with something.

There are two systems I know of for awarding lesser penalties for infringements, the "720" Penalty and the "Graduated Penalties." Space does not permit a thorough discussion of the two. Most of us have had some experience with the 720 whose great merit is that once the 720 has been performed by the infringing yacht, no further action need be taken (with a few possible exceptions). The Graduated Penalties, however, requires the usual protest and hearing before the Protest Committee, the difference being that the Committee is empowered to assess penalties ranging from 10% to 100% depending on the severity of the offense. The 720 may be too severe in some cases and not severe enough in others, yet on the average it seems to work well and generally is fairer than arbitrary disqualification.

The problem, of course, is that no system can be perfect in dealing with a sport which spreads boats all over the water at such distances that the judges, the referees, cannot possibly oversee what goes on. Add to this that eye-witness accounts so often are sketchy and at variance, that all too often the local Protest Committee members are not fully qualified, that time often is insufficient for proper consideration and that witnesses are not available. Everything considered, the 720, with all its possible faults, still is more equitable than our present "sudden death" procedures, especially since the 720 still permits protest and disqualification for the most severe infringements.



Time for a change?

Over my many years of serious racing I have several times dropped out of races, or have been disqualified for minor infringements or alleged infringements of the rules, with the result that I have several times lost not only that race but a whole series in addition.

For example, I dropped out of the first race of the 1970 North Americans at Milwaukee. The wind was strong from the southeast with big seas bouncing from the Milwaukee breakwater at such an angle that they came from astern to boats close-hauled on starboard tack, causing them occasionally to surge ahead in a semi-plane. I had rounded the leeward mark in third

place, had worked through Dirk Lundquist's lee into second place, both of us on starboard tack, and wanted to go after the leading boat which had crossed our bow close ahead on port tack.

First making sure I had plenty of lead to cross Dirk's bow with a couple of lengths to spare, I tacked. But a big wave from the breakwater shot him ahead at the last minute, closing the distance so that I barely cleared him and the tip of my boom ticked his rigging. With another inch I would have cleared him. Dirk held his course, did not lose an inch, and continued on his way. The incident caused no harm to anyone, but I dropped out. I might have won that race, and if I had held my position, would have won the North Americans. Was

disqualification a fair penalty for a very slight contact which hurt no one?

In 1971 at Detroit, Paul Schreck was headed toward winning the North Americans but in the fourth or fifth race, I think it was, made contact with a starboard tack boat he and his crew had not seen. In fact, neither crew was aware of the presence of the other. The starboard tacker lost little or nothing, but Paul dropped out of the race and thereby perhaps lost the championship. Was disqualification a fair penalty? Wouldn't it have been fairer to let him do a 720 and continue in the race? Or under the Graduated Penalty system to have lost a few points?

In the interest of justice and fair play I would like to see the Flying Scot Sailing Association give some serious thought toward adopting one or the other of these systems for fitting the penalty to the crime.

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- ☐ Highlights of Scots N' Water @ \$2.00 Each
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*Please Refer to Panel on Back Cover for Classes of Membership.



Vince DiMaio

Pair of firsts by DiMaio wins Buckeye Regatta

By BILL COLONEL

Vince DiMaio of Toledo sailed to a win in the final race to claim the winner's trophy out of 33 boats in the Buckeye Regatta at Ohio's Hoover Reservoir May 19 and 20.

DiMaio also had a first in the opening race of the three-race series, but a fifth by DiMaio in the second race left all of the top five boats with a chance to win.

The regatta, sponsored by Fleet 37, was marked by heavy winds and rain, with the final race on Sunday sailed in winds of 20-30 knots. During the first race, there were three knockdowns.

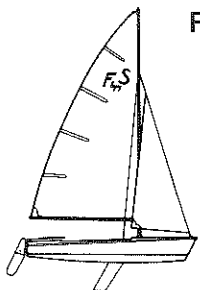
The second finisher was Blonski of Fleet 12, Cleveland, with a consistent series that included two seconds and a third. Fred Meno of Columbus, Fleet 37, won the second race and placed third in the regatta.

Eighty persons attended the cocktail hour and dinner Saturday evening.

Skipper	Sail No.	Fleet	First Race	Second Race	Third Race	Total Points
1. DiMaio	2370	26	1	5	1	6½
2. Blonski	1643	12	3	2	2	7
3. Meno	2048	37	6	1	4	10½
4. Eyerman	650	37	5	3	6	14
5. Travis	681	12	2	6	9	17

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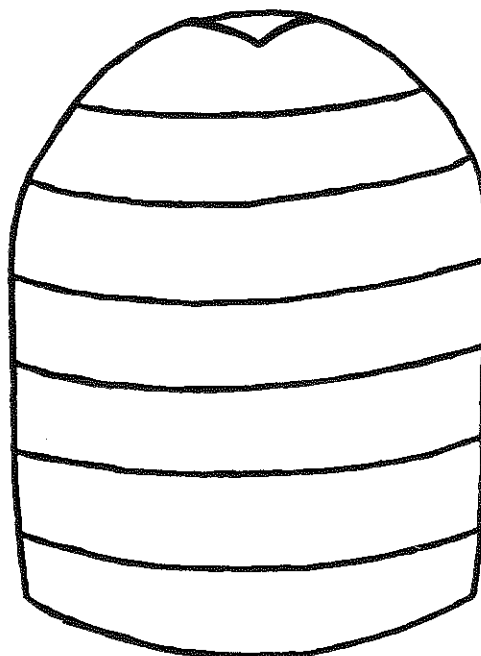
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It's racing season

Attention: fleet chairmen, secretaries, regatta chairmen, skippers, camera bugs and interested bystanders.

If you are involved with a regatta, especially one that involves Scots from other fleets, SCOTS n' WATER is interested in the results. We're interested in the top finishers with their sail number, placing in each race and point total as a minimum.

We're also interested in black-and-white photos, or negatives, from Scot regattas

Pensacola sails by seven to take Buccaneer Regatta

By BILL DAVIS JR.

Pensacola, Fla., sailed to an impressive win over seven other boats in the Buccaneer Yacht Club Spring Regatta for Gulf Yachting Association Flying Scots. The regatta was held May 19 and 20 on Mobile Bay, Mobile, Ala.

The Pensacola Scot captured the first two races and was second in the final race. St. Andrews Bay Yacht Club of Panama City, Fla., won the final race to place second in the regatta, and the Scot from the host club was third.

GYA Club	Sail No.	First Race	Second Race	Third Race	Total Points
1. Pensacola	10	1	1	2	3½
2. St. Andrews Bay	60	4	3	1	7½
3. Buccaneer	42	2	2	5	9
4. Southern (New Orleans)	26	3	4	6	13
5. Mobile	70	5	5	3	13
6. Fort Walton, Fla.	110	8	6	4	18
7. Pass Christian, Miss.	33	7	7	7	21
8. Fairhope, Ala.	82	6	8	8	22

Arthur downs Gordon in Lake Norman series

Consistency proved to be the difference in the Great 48 Regatta as Dale Arthur of Charlotte won over Baxter Gordon despite Gordon's two first places in the series on Lake Norman, North Carolina, May 12 and 13.

Gordon, Lynchburg, Va., had a disastrous eleventh in the second race to go with his two wins for 12½ points, while Arthur put together a first, fourth and sixth for 10¾ points.

There were 21 Flying Scots competing in the regatta which was sponsored by Fleet 48. Ernest Myatt of



THE LAST LEG—Fleet 58 captain Jim Beaton (1636) in "Dream-A-While" trails Paul Sweeney in "No Nuffin" on a run to the finish line in the first race of the Memorial Greensboro, N.C., took third, and Curtiss Torrance, captain of the host fleet, placed fourth.

Skipper	Sail No.	Fleet	First Race	Second Race	Third Race	Total Points
1. Arthur	621	48	4	1	6	10½
2. Gordon	1581	71	1	11	1	12½
3. Myatt	775	27	3	7	3	13
4. Torrance	1003	48	5	3	9	17
5. Allen	122	—	2	6	10	18

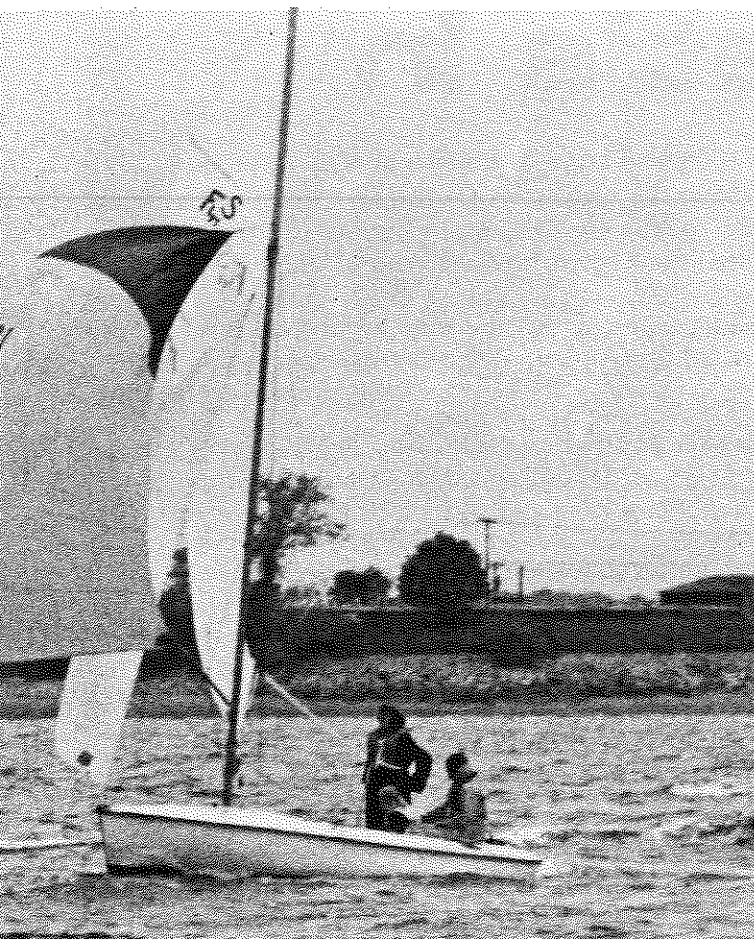
Lee Borthwick first in Flying Scot class

By TOM DAVIS

Lee Borthwick of the Fort Walton, Fla., Yacht Club won the Flying Scot class in the 25-mile Dauphin Island Regatta held April 28 on Mobile Bay. Borthwick beat his nearest competitor in the 15-boat fleet by nearly five minutes, finishing with an elapsed time of 5:22:59.

Finishing second was Jimbo Jolly of Fleet 87, Pensacola, Fla. The next three Scots were all from Fleet 45 in Jackson, Miss. John Batta Jr. took third with William Suddath, fourth and Edwin Batte, fifth.

The regatta, hosted by the Buccaneer Yacht Club, had light to heavy winds enabling Borthwick to finish



Day Weekend Invitational Regatta on Quincy Bay, Mass. Beaton finished third in the race and in the regatta, while Sweeney got second place in this race.

16th out of 116 boats in his division on elapsed time. Ten of the boats that beat him were Stars.

Myatt captures first at SAYRA Invitational

By CURTIS TORRANCE

Ernest Myatt of Greensboro, N.C., with two firsts and a seventh captured the top spot for the Flying Scot class in the Lake Norman (N.C.) Yacht Club SAYRA Invitational on May 5 and 6.

The Scots dominated the regatta with 24 boats out of the 164 which competed.

The three finishers behind Fleet 27's Myatt were from the host Fleet 48. Curtis Torrance, after an eighth in the first race, took a second and a first in the final race for second overall. Hal Walker and Dick Bowles finished third and fourth. B. W. Allen was in fifth place.

Skipper	Sail No.	Fleet	First Race	Second Race	Third Race	Total Points
1. Myatt	775	27	1	1	7	8½
2. Torrance	1003	48	8	2	1	10½
3. Walker	171	48	4	3	4	11
4. Bowles	2072	48	5	4	6	15
5. Allen	122	—	9	8	3	20

Perez survives rain, challenge

By NORB KLUGA

Cool and cloudy weather, rain and a post-race gale marked Fleet 58's Memorial Day Invitation Regatta, but it failed to spoil the racing as Gabe Perez took home the first-place trophy after a hotly contested regatta.

The four-race series was sailed over the Memorial Day weekend at Squantum Yacht Club on Quincy Bay, Wollaston, Mass. Nine Scots participated, and each contestant was allowed to drop his worst finish, which added to the closeness of the finish.

Both Perez and Norb Kluga had a first and a third (along with a "Did Not Start" for Perez and a fourth for Kluga) going into the final race, but Perez held off Kluga for another first and the championship. The third

While the fleet was returning to the club, a 4½-mile beat, after the fourth race, a "howling screamer" developed with gale force winds gusting to almost 50 knots. The boats sailed into the teeth of the gale for 30 to 45 minutes, and all boats made it home safely (another plus for the Flying Scot).

In the first race on Saturday, Kluga recovered from starting more than a minute late to overtake the fleet, in a tricky tidal current situation, by the first mark and go on to win. Perez then captured the second race, held on Sunday.

Bob Wilson, formerly of Fleet 37 in Westerville, Ohio, made a comeback to win the third race, also on Sunday. Wilson had been dismasted in the first race when a shroud failed and had to do a lot of rushing around Sunday morning to get back in the competition.

The first three races were sailed on courses of 5 to 5.3 miles. The final race on Monday coincided with the Massachusetts Bay Yacht Club Association's first inter-club race of the season and was sailed over an 8-mile course.

Kluga led at the first and second marks. Perez and Jack Rose made their play on the third leg with spinnaker and rounded the third mark first and second with Kluga third. The fourth leg was a close reach with a battle all the way, but Perez took first with Kluga second. The first five boats finished within 45 seconds of each other after the 8-mile race with rain throughout the race (but no one noticed).

Skipper	Sail No.	First Race	Second Race	Third Race	Fourth Race	Total Points
1. Perez	1146	DNS	1	3	1	4½
2. Kluga	1377	1	3	4	2	5½
3. Beaton	1636	3	2	2	4	7
4. Wilson	1822	DNF	4	1	5	9½
5. Rose	1548	4	8	5	3	12

(Only the best three finishes counted.)

The Fleet's In

What's happening in your fleet — a regatta coming up, new officers, results of a recent regatta or just an interesting tidbit or two? How about sharing it with the rest of the Flying Scot gang? Just pass it along to SCOTS n' WATER, 2205 Newfield Lane, Austin, Tex. 78703, and we'll include it with the rest of the news as soon as The Fleet's In.

3—Midwest Districts: big weekend on Michigan

Wilmette Harbor Fleet 3 is promising a big Midwest Districts weekend July 14-15 on Lake Michigan. First thing Friday night after measuring in will be a "rigging party." Two races will be held Saturday, followed by a dinner party that night at the Sheridan Shore Yacht Club. Chicago is nearby for those who'd like to do a little prowling. There'll be one race Sunday so that visitors can get an early start home after the awards.

—J. A. Beierwaltes

6—Capitol Districts at Deep Creek Lake

The Deep Creek Inter-Club Yacht Racing Association (DCIYRA) will include two series in its racing series, the "June" and "July-August" series. In addition there will be a separate Firecracker Regatta, Invitational Regatta and Commodore's Cup. For the first time in several years the Flying Scot Capitol District Championship will be held at Deep Creek Lake as part of the Invitational Regatta July 28-29. New Scot owners who have not raced are encouraged to join DCIYRA. There are always sailors at the yacht clubs each weekend happy to advise on racing rules, rigging and boat handling.

—Mariclare Beggy

10—Greater N.Y. Districts on Moriches Bay

Greater N.Y. District Championship, sponsored by Fleet 10 and the Westhampton Yacht Squadron, will be July 27-29. Sailing will be on Moriches Bay. To facilitate maximum attendance five races will be sailed Saturday and Sunday. For more information write or call John Foley, Fleet 10 secretary, Box 66, Manorville, N.Y. 11949. Telephone: 212-465-1400 or 516-878-2995.

—John Foley

15—Gull Lake Invitational in July

Fleet 15 is getting ready for its Gull Lake Invitational FS Regatta July 21-22 at Gull Lake in Kalamazoo, Mich. Two races will be held Saturday and one on Sunday. The schedule of events is being sent in a separate mailing this month. They will include an optional Yacht Club Dinner-Dance Saturday. A special Hot-Line to the weatherman should entice many a young and old salt.

—James A. Amlicke

41—Crystal Lake to be site of Mid-American

Fleet 41, Crystal Lake Sailing Club, Crystal, Mich. will host the Michigan-Ontario Combined Mid-American Regatta the weekend of July 7-8 at Crystal Lake.

Vince DeMaio will be with the fleet June 16 at 7:30 p.m. for a session on racing and boat tuning.

—Elmer and Marie Manson

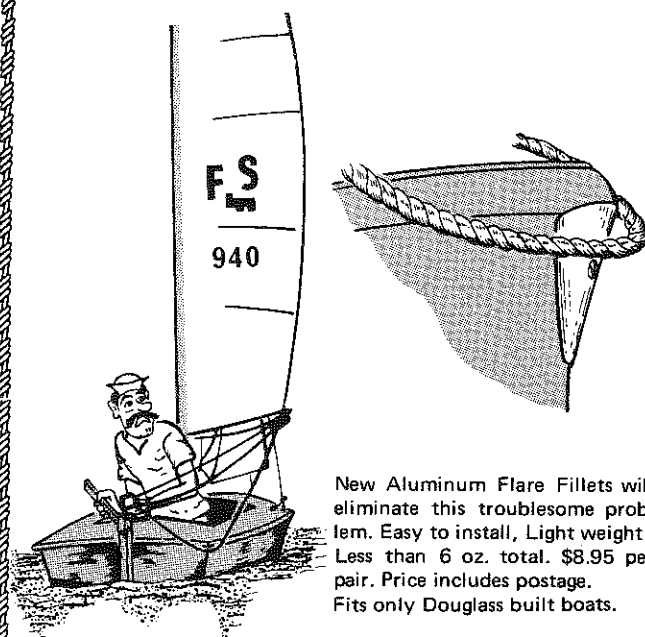
71—Sunday racing underway in Virginia

Fleet 71, Smith Mountain Lake, Va., will hold two races twice a month on Sunday afternoons now through November. The annual Scot-Lightning race will be in October.

October 6 and 7 are the dates of the annual Invitational Regatta. All Scots from other fleets take note and plan to attend. Camping facilities will be available and food will be served at the yacht club. For further information contact Howard Wulfken, 641 Lou Ann St., Salem, Va. 24153.

—Mrs. Daniel R. Grandy

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INTO ACTION—Nat Wells and crew round the mark during the final race on the Texas District Championships on Lake Travis. The Dallas skipper took second in the race, catching defending champion Don

Church on the final leg and holding on for a boat-length margin. The second gave Wells a second in the regatta.

Texas Districts go to Tears in final race

Fred Tears found the good wind on the first leg of the final race and built an unbeatable lead to claim the winner's trophy in the Texas District Championships on Lake Travis near Austin May 19 and 20.

Only one point separated the top three finishers, and Tears and another Dallas skipper, Nat Wells, each had 6½ points. Tears received first place by finishing ahead of Wells in two of the three races. Defending district champ Don Church of Austin was third with 7¼ points.

Dick Elam of Austin took fourth, and Ros Bowen of Dallas was fifth.

Church, with a superb third leg, moved from sixth to first and held the lead in the opening race. Wells led Elam through the first two marks, with Elam taking first shortly after rounding the second mark. But while some of the leaders were misled on the third mark, Church overtook the field. John Cameron of Houston, fifth in the early going, moved up consistently during the second half of the race for a second. Tears held off Wells for a decisive third.

Wells and Elam continued their duel in the second race with Wells leading through the first three marks as

Elam worked his way from fifth to second. Elam grabbed the lead on the beat to the windward mark on the fourth leg and held it through the run to the fifth mark.

On the return leg, Wells came back to overtake Elam for the win. Tears got another third, while Church took a fourth to go with his first. That left four skippers within 2¼ points of each other going into the final race.

However, Tears immediately took the suspense out of the regatta by sailing to a commanding lead on the first leg to the windward mark. Tears said he had been sailing to the east side of the lake every chance he got, and in the final race he found an especially favorable wind to leave the field behind.

Wells overtook Church on the final leg to place second in the race — and in the regatta — by a boat length over Church.

Skipper	Sail No.	Fleet	First Race	Second Race	Third Race	Total Points
1. Tears	553	23	3	3	1	6½
2. Wells	1239	23	4	1	2	6½
3. Church	1253	69	1	4	3	7¼
4. Elam	1198	69	5	2	6	13
5. Bowen	925	23	6	5	4	15

Secretary Sez

Get on the publicity bandwagon for the sailing season

By HAL MARCUS

Well, summer is here and from what we hear and read, it's going to be a full and great season for Flying Scots. Regattas are being planned for everyone, so be sure to check elsewhere in this issue for the dates and locations nearest you. With the creation of the new Western New York District, consisting of Fleets 35, 43, 53, 104 and 109, we can expect future regattas and activity in this area. We congratulate those who have worked hard and diligently on this project.

Miss Kathy Bates, associate editor of Lakeland Boating has asked us to send them news releases as soon as possible after each of our major regattas for publication in that magazine. She would like three- or four-paragraph stories of the regattas, plus the top 10 final standings, including home ports, and close-up photos of the winners. They have a 6-week lead time, so time is very important. Her address is: 412 Longshore Drive, Ann Arbor, Mich. 48107.

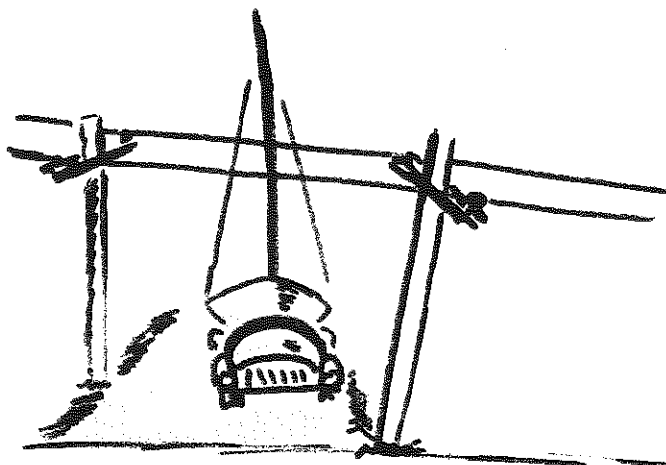
I think the upshot of mentioning this, combined with my mention last month of Sailors' Gazette's interest in FSSA and our activities, stresses our need for an active Publicity Committee to gather FSSA news and send it fast to these yachting magazines. Everyone likes to see his name in print and these magazines are more than happy to give us coverage if they get the word. For the present, if all of you will make yourself a committee of one to send news and information into your association's Pensacola office as it happens, we'll be happy to prepare the news releases and let the world know what FSSA is doing.

We received a very important bulletin from the North American Yacht Racing Union, Inc. (NAYRU) recently that I want to put in this column to be sure the information gets to you as quickly as possible. It is entitled "A Lethal Combination: Metal Masts and Electricity" and mentions the death of a very prominent small boat sailor last month caused when his mast touched a power line at his yacht club, along with the statement that others have met similar tragic deaths. The bulletin mentions the following suggestions that we should all heed, so please read this carefully:

1. Appoint the committee of one or two members to examine thoroughly your club grounds, and all areas beyond club property lines where boats could strike power lines while on their trailers. Consider the tallest masts in club fleets, and also boats which might be attending a regatta from other areas.

2. As temporary and immediate measures:

- A. Block off hazardous areas on the ground, if traffic considerations allow this.



- B. Paint distinctive lines on parking lots or roadways, with appropriate signs nearby.

- C. Call attention to the hazards and the seriousness of the problem to members by bulletin board notices, newsletter announcements, etc.

- D. See that any information going to regatta visitors contains warning of the hazard.

3. As a permanent measure:

- A. Arrange with the local power company to either raise or (preferably) bury any power lines on club property.

- B. Encourage and urge owners of any neighboring property to do the same, if trailered boats move across such property.

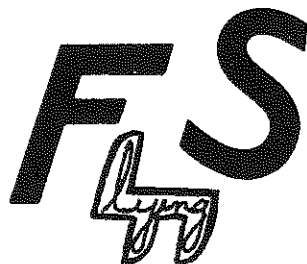
- C. Make the same arrangements for lines over or along roadways leading to the club.

These are actually very simple things that you can do to improve safety, particularly, if you form a committee to initiate action at your club. Please don't wait until it's too late!

In this issue, you will see the first advertisement for our new official FSSA lapel pin that was designed and developed by our first vice president, "Buddy" Pollak. It is a very well made pin with a gripper clasp which your association office is now selling for \$3.50 including postage and handling. You are receiving good value for your money, and it will be an excellent fund-raising project for FSSA. I am not saying this as a selling gimmick, but there are a limited number of these available, so please order yours as soon as possible.

Report from FSSA headquarters

We received an answer to last month's question about the squiggle under the "F S" in our emblem from the official authority, Sandy Douglass, and I pass it along to you:



We talked about lead times earlier in this column, and I mention them again. Our new 1973 Rosters are ready at the printers, and by the time we prepare them for mailing and our U.S. Postal Service gets them to you, you may have already received this issue. So, be on the lookout for them and if you have not received yours by the end of this month let us know. We are sending only one to each household this year so take care of it.

Speaking of the U.S. Postal Service, we hear from other publications that they are having complaints from their subscribers about extremely slow delivery, at a time when they are continually raising their postage rates. We asked what we as individuals can do about this problem and the answer is to voice our complaint to the proper authority, and if enough of us do this, hopefully some action will be taken. The proper authority is Sen. Gale W. McGee, Chairman of the Committee on Post Office and Civil Service, and his address is: Senate Office Building, Washington, D.C. 20510.

Here's something important: The Federal Boat Safety Act of 1971 calls for states to eliminate horsepower exemptions, and a bill has been introduced in the Florida Legislature that would require even non-powered boats over 16 feet in length to be registered. To register a boat a title is required and to secure a title, you must show proof of ownership. There are several methods of showing proof, but FSSA

has an excellent one, namely, the registration certificates that all of us have for our Flying Scots. This act will make our certificates extremely important, and now is the time for all of us to start taking them seriously by securing them in a safe place and sending them in to your association's office properly signed when a transfer of ownership takes place. We maintain copies of these certificates in your association's office for you and if you need a replacement certificate, let us know. We are charging \$2.00 currently to reissue a lost certificate and to transfer a new owner and reissue a certificate to the new owner, which is a nominal charge to cover our administrative costs, so your certificate has value. Secure it!!

IN MEMORIAM — We are saddened to hear of the passing of Mr. Warner Smith of Arlington, Va., on April 23, 1973. Mr. Smith was the owner of Flying Scot 1579.

Well, I know you want to read all of the many fine articles in this issue, so I'll let you go now. See you next month.

Storm sails — Junior sails

Heavy weather reefing not necessary with 131 sq. ft., 5 oz. storm sails, carefully designed to give same fine balance as full-size sails. Same sheet blocks used. Also ideal as "junior" sails for 10-13 year olds. Kids love their "very own" sails; quickly gain confidence and sailing ability because the Scot is even more stable with them. Dacron main and jib 4 oz. \$188; 5 oz. \$196, plus postage and numbers. J. C. Jones, III, 55 Hawes Street, Brookline, Massachusetts 02146.

Beginners LEARN TO SAIL quickly, easily with authoritative 16-pg. booklet "A Minimum SAILING PRIMER." Over 85,500 sold to yacht clubs, sailing schools, camps, etc. Its 7 sections explain all fundamentals of sailing with easy-to-understand text, simple diagrams. Basic sailing terms carefully defined, Flying Scot boat nomenclature, a glossary, 15 important safety precautions. Quantity prices on request. Send 58 cents (incl. postage) for prompt mailing. J. C. Jones, III, 55 Hawes Street, Brookline, Massachusetts 02146.

DOUBLE-ENDED ALUMINUM HALYARD CRANK

Made of same alloy, with same shape and same breaking strength, by same manufacturer as Douglass' crank. BUT each end is square and a bit longer — enabling one to file a new full-length square if (perchance) the original square is broken off. Some ends are slightly oversize. Thus life expectancy four times usual crank. Price incl. postage. 1—\$1.45; 2—\$2.80; 3—\$4.10. Send check for prompt mailing. J. C. Jones, III, 55 Hawes Street, Brookline, Massachusetts 02146.

Advertising Rates

Following are the advertising space rates for Scots n' Water, effective July 1:

CAVEAT EMPTOR—\$5

FULL PAGE—One time, \$60; three issues in one year, \$55; nine issues in one year, \$40.

HALF-PAGE—One time, \$35; three issues, \$30; nine issues, \$25.

QUARTER-PAGE—One time, \$20; three times or more, \$15.

SIGNATURE ADS—(Maximum size, 3½ inches by 2 inches; 30-word limit) — \$10.

Color and back page, extra.

Buoys: Mark of a good regatta

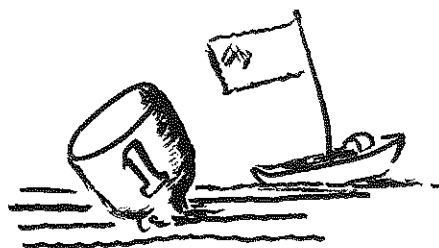
By DICK ELAM

The mark of a well-run regatta is a well-set mark. If the race committee sets a mark directly to windward, easily located, then the sailor will applaud the regatta's fairness. If there is a stake boat to lead the fleet to the marks, then the euphoria of the competitors may also rise. And if the marks are low enough to avoid booms and running rigging, the sailors may be ecstatic. Or, at least, the competitors will not complain as much.

Problem: How do you always have a mark set directly to windward? The wind shifts, you know.

Solution: Don't always use the club's permanent marks. Set your own mark. The mark can even be in the vicinity of a known mark, to conform to the map in the race schedule. Set the mark a very short time before the start.

Problem: Setting marks takes



time. Changing marks with anchors takes more time.

Solution: Use smaller marks, painted brightly, that do not require heavy anchors. In deep waters, where it takes time to pull the anchor, Bill Houston of Austin, Texas, says his solution is to use small nylon line sold to fishermen. If he needs to move the buoy, he cuts the line, leaves the bricks he used for anchor, ties on some more cheap line and drops new bricks.

(Small marks can be set from a sailboat.)

Problem: Small marks, such as Clorox bottles, are hard to see and find.

Solution: Not if there is a stake boat nearby flying half of an orange bedsheet. Ideally, you would have a stakeboat with a large flag at each mark. At the last North American Championship, the committee posted cruising boats that flew a full-sized bedsheet from the mast.

Remember to put a small weight a few feet below the buoy. The weight makes the anchor line hang vertically. Also keeps the skipper from fishing up the anchor line with his centerboard.

A regatta committee that pays attention to the rounding bouys will earn high marks from the skippers.

FSSA approves plan changes at Mid-Winters

Four changes in the Official Plan Changes were approved during the FSSA Mid-Winters in Panama City, Fla., in February. It was moved by Don Hott, measurer, to adopt the changes and a new plan to be signed by President Ted Glass and Acting Secretary Buddy Pollack.

The Official Plan Changes were:

1. Added measurement of minimum distance of jib shackle down to the deck—to be not less than 3¾ inches with forestay under tension.
2. Added center of balance on Mast, 12 ft., plus or minus 2 inches, above heel, with both halyards attached to spinnaker pole ring in lowest position and shrouds and forestay dressed along mast to heel.
3. Center board trunk width shall be 1-5/8 inches, plus or minus 1/8 inch.
4. Minimum rudder length approved — Distance from bottom of tiller to the top of the transom shall be 1 inch maximum clearance.

If you want to love your sails!

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2243 North Elston Avenue
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312/384-2828

216 Eastern Avenue
Annapolis, Md. 21403
301/263-3261



Regatta Schedule

If you've got a regatta coming up that is open to other fleets, we'd like to know about it. Write SCOTS & WATER, 2205 Newfield Lane, Austin, Tex. 78703.

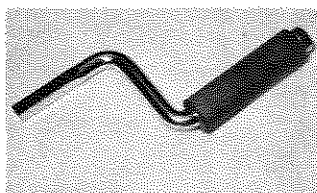
- June 30- Governor's Cup
- July 1 Austin, Tex.
- July 14-15 Edgewater Yacht Club Regatta
Cleveland, Ohio
- July 14-15 Port Arthur Regatta
Port Arthur, Tex.
- July 14-15 Midwest District Regatta
Wilmette, Ill.
- July 21-22 Northeast District Championship
Wollaston, Mass.
- July 21-22 Ohio District Championship
Port Clinton Yacht Club
- July 27-29 Greater New York District
Championship
Moriches Bay, N.Y.
- July 28-29 Flying Scot Capitol District
Championship
Deep Creek Lake, Md.
- Aug. 21-24 FSSA North American Championship
Riverside, Conn.
- Sept. 29-30 White Rock Regatta
Dallas, Tex.
- Oct. 6-7 Invitational Regatta
Smith Mountain Lake, Va.
- Oct. 20-21 Hospitality Regatta
Jackson, Miss.
- Nov. 3-4 Wurstfest Regatta
San Marcos, Tex.

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4825 W. Knollwood
Racine, Wis. 53403

Five fleets form new district in Western N.Y.

Five fleets from upstate New York have banded together to form the Western New York District, the 12th in the Flying Scot Sailing Association. Four of the five formerly belonged to the Ohio District and one to the Greater New York District.

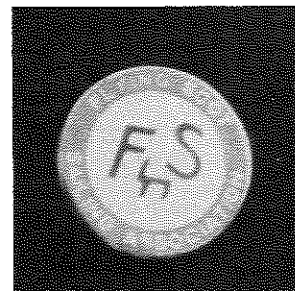
According to President Ted Glass, district boundaries are yet to be fixed. FSSA's Executive Committee will name a district governor to serve until elections are held by the fleets in the new district. President Glass has asked each fleet secretary to suggest a candidate.

Fleets included in the Western New York District are 35 in Chautauqua, 43 in Syracuse, 53 in Cayuga, 104 in Old Forge and 109 in Cooperstown. Members hope they will be able to organize a district regatta for 1973.

Secretaries of the fleets are Richard A. Schwartz, Fleet 35, Bemus Point; Henry G. Atwater, Fleet 53, Binghamton; James A. Light, Fleet 109, Oneonta; Cynthia H. Rea, Fleet 43, Jamesville, and Robert M. Salisbury, representative, Fleet 104, Fayetteville.

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EXECUTIVE SECRETARY, FSSA
2155 HALLMARK DRIVE
PENSACOLA, FLORIDA 32503

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ADDRESS _____

CITY _____ STATE _____ ZIP _____

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PAYABLE IN JANUARY EACH YEAR

FSSA MEMBERSHIP OPEN TO INDIVIDUALS
ON THE FOLLOWING BASIS:

ACTIVE MEMBER..... \$10.00

(F/S owner, F/S part-owner, or designated club member of YC owning F/S)

ASSOCIATE MEMBER..... 5.00

(Non-owner who has been for at least 3 months regular crew for an Active Member; member of immediate family of an Active Member; part-owner or member of his immediate family, provided one part-owner is an Active Member; or designated club member).

SUSTAINING MEMBER..... 5.00

(All other non-owners of F/S)

(FOR FULL EXPLANATION SEE ART. IX
OF CONSTITUTION.)

Available from FSSA Executive Secretary:

F/S Pocket Patches, each..... \$ 2.00

F/S Sail Labels, each..... 3.00

HIGHLIGHTS OF SCOTS N' WATER... 2.00

(Reprints of Articles 1959-69)

PLEASE SEND CHECK PAYABLE TO FSSA
WITH ORDER TO:

Harold E. Marcus Jr.
Executive Secretary, FSSA
2155 Hallmark Drive
Pensacola, Fla. 32503

1191 TX
WADE, RICHARD
2969 E BRINKLEY APT
DALLAS TX 75205 ***

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Customflex, Inc.
1817 Palmwood Ave.
Toledo, Ohio 43607

Ouyang Boat Works Limited
Whitby, Ontario, Canada

Ranger Boat Company
25802 Pacific Hwy., So.
Kent, Washington 98031

MIDWESTERN DISTRICT

Governor: ROBERT E. SCHNEIDER
1015 Century Ave.
Wilmette, Ill. 60091

- 2-LAFAYETTE, INDIANA-Lake Freeman
- 3-WILMETTE, ILLINOIS-Lake Michigan
- 9-STURGIS, MICHIGAN-Klinger Lake
- 25-MILWAUKEE, WISCONSIN-Lake Michigan
- 29-MUNCIE, INDIANA-Prairie Creek Reservoir
- 30-CARBONDALE, ILLINOIS-Crab Orchard Lake
- 34-RAY, INDIANA-Clear Lake
- 44-EPHRAIM, WISCONSIN-Eagle Harbor, Green Bay
- 47-EGG HARBOR, WISCONSIN-Green Bay
- 54-FREMONT, INDIANA-Lake George
- 60-CHICAGO, ILLINOIS-Burnham Harbor, Lake Mich.
- 64-MENOMINEE, MICH.-MARINETTE, WIS.-Green Bay
- 68-MADISON, WISCONSIN-Lake Monona
- 70-ROCHERT, MINNESOTA-Cotton Lake
- 83-CARLYLE, ILLINOIS-Lake Carlyle
- 88-IOWA CITY, IOWA-Lake Macbride
- 95-MINNEAPOLIS, MINNESOTA-Lake Minnetonka
- 107-NEENAH, WISCONSIN-Lake Winnebago
- 110-ROCHESTER, MINNESOTA-Lake Pepin

PRAIRIE DISTRICT

Governor: WILLIAM H. BURDEN, JR.
2625 East 13th Street
Joplin, Missouri 64801
417-624-9089

- 39-PORT GROVE, OKLA.-Grand Lake of the Cherokees
- 50-OKLAHOMA CITY, OKLA.-Lake Hefner
- 59-TULSA, OKLA.-Keystone Lake
- 89-TOPEKA, KANSAS-Lake Perry
- 93-LAWTON, OKLA.-Fort Sill, Lake Lawtonka
- 106-NORTH PLATTE, NEBRASKA-Lake Maloney

TEXAS DISTRICT

Governor: DONALD S. CHURCH
9012 Blue Quail Drive
Austin, Texas 78758
512-836-2836

- 23-DALLAS, TEXAS-White Rock Lake
- 32-HOUSTON, TEXAS-Galveston Bay
- 49-HOUSTON, TEXAS-Houston YC-Galveston Bay
- 51-SEABROOK, TEXAS-Galveston Bay
- 62-DALLAS, TEXAS-Lake Ray Hubbard
- 66-PORT ARTHUR, TEXAS-Lake Sabine
- 67-SAN ANTONIO, TEXAS-Canyon Lake
- 69-AUSTIN, TEXAS-Lake Travis
- 84-LAKE CHARLES, LOUISIANA-Lake Charles

PACIFIC DISTRICT

Governor: JACKSON T. WITHERSPOON
1255 Hamilton Avenue
Palo Alto, California 94301
415-321-4497

- 40-INVERNESS, CALIFORNIA-Tomales Bay
- 100-SEATTLE, WASHINGTON, Lake Washington
- (s)-Charter Suspended

FLYING SCOT SAILING ASSOCIATION

DISTRICTS



FLEETS

MICHIGAN-ONTARIO DISTRICT

Governor: JAMES R. SMITH
229 Lothrop Road
Grosse Point Farms, Mich. 48236
313-885-2352

- 8-DETROIT, MICH.-EDISON, BC-Lake St. Clair
- 15-KALAMAZOO, MICHIGAN-Gull Lake
- 16-DETROIT, MICHIGAN-DETROIT YC-Lake St. Clair
- 17-GROSSE POINT SHORES, MICH.-G.P.T. YC-Lake St. Clair
- 18-DETROIT, MICH.-DETROIT, BC-Lake St. Clair
- 20-PINCKNEY, MICHIGAN-Portage Lake
- 33-LONDON, ONTARIO, CANADA-Fanshawe Lake
- 41-CRYSTAL, MICHIGAN-Crystal Lake
- 52-LAKE ORION, MICHIGAN-Lake Orion

OHIO DISTRICT

Governor: JACK SEIFRICK
643 Timberlake Drive
Westerville, Ohio 43081
614-882-6739

- 1-WILMINGTON, OHIO-Cowan Lake
- 4-MANSFIELD, OHIO-Clear Fork Lake
- 12-CLEVELAND, OHIO-EDGEWATER YC-Lake Erie
- 14-SPRINGFIELD, OHIO-Kiser Lake
- 19-CANFIELD, OHIO-Berlin Lake
- 26-TOLEDO, OHIO-Maumee River
- 37-WESTERVILLE, OHIO-Hoover Reservoir
- 65-DELLROY, OHIO-Atwood Lake
- 101-AKRON, OHIO-Turkey Foot Lake

GULF DISTRICT

Governor: JOHN B. MORROW
319 Bunkers Cove Road
Panama City, Florida 32401
904-763-1157

- 38-MOBILE, ALABAMA-Mobile Bay
- 45-JACKSON, MISS.-Ross Barnett Reservoir
- 56-FORT MYERS, FLORIDA-Calosahatchee River
- 75-PANAMA CITY, FLORIDA-St. Andres Bay
- 79-GULFPORT, MISS.-GYC-Mississippi Sound
- 85-MONTGOMERY, ALABAMA-Lake Martin
- 87-PENSACOLA, FLORIDA-Pensacola Bay
- 90-MIAMI, FLORIDA-Biscayne Bay
- 91-ALEXANDRIA, LOUISIANA-Lake Cote and St. John
- 92-PASCAGOULA, MISSISSIPPI-Mississippi Sound
- 96-NEW ORLEANS, LOUISIANA SYC-Lake Pontchartrain
- 98-BAY ST. LOUIS, MISSISSIPPI-Bay St. Louis
- 99-NEW ORLEANS, LOUISIANA NOYC-Lake Pontchartrain
- 102-FAIRHOPE, ALABAMA F.Y.C.-Mobile Bay

WESTERN NEW YORK DISTRICT

- 35-CHAUTAUQUA, NEW YORK-Chautauqua Lake
- 43-SYRACUSE, NEW YORK-Skanateles Lake

- 53-CAYUGA, NEW YORK-Cayuga Lake
- 104-OLD FORGE, NEW YORK-Fourth Lake
- 109-COOPERSTOWN, NEW YORK-Otsego Lake

NORTHEAST DISTRICT

Governor: CLARENCE A. ROSE
8 Cedar Ridge Drive
Bedford, Massachusetts 01730
617-275-7463

- 5-BURLINGTON, VERMONT-Mallet's Bay
- 11-ROCKPORT, MASS.-Sandy Bay
- 36-MONTREAL, QUEBEC, CANADA-Lake St. Louis
- 57-HARWICH PORT, MASS.-Nantucket Sound
- 58-WOLLASTON, MASS.-Boston Harbor
- 76-SHARON, MASS.-Lake Massapoag
- 77-MENAHANT, MASS.-Vineyard Sound
- 105-COHASSET, MASSACHUSETTS-Cohasset Harbor

GREATER NEW YORK DISTRICT

Governor: ROBERT E. RICH
144 Raymond Street
Rockville Center, New York 11570
516-536-6905

- 7-RIVERSIDE, CONN.-Long Island Sound
- 10-MORICHES, L.I., NEW YORK-Moriches Bay
- 21-LOVELADIES' HARBOR, NEW JERSEY-Barnegat Bay
- 22-SPRAY BEACH, N.J.-Little Egg Harbor
- 24-BROOKFIELD, CONN.-Candlewood Lake
- 31-SHORE ACRES, NEW JERSEY-Upper Barnegat Bay
- 46-ISLAND PARK, N.Y.-Hempstead Bay
- 72-AMITYVILLE, N.Y.-Great South Bay
- 73-PERTH AMBOY, N.J.-Raritan YC-Raritan Bay
- 74-NYACK, NEW YORK-Hudson River
- 94-LAKE HIAWATHA, NEW JERSEY-Western L.I. Sound

CAPITOL DISTRICT

Governor: ROBERT E. DAVIS
6 Majestic Court
Wilmington, Delaware 19810
302-475-4242

- 6-OAKLAND, MARYLAND-Deep Creek Lake
- 42-WASHINGTON, D.C.-Potomac River
- 63-HAYVE DE GRACE, MD.-Susquehanna River
- 80-PITTSBURGH, PENNA.-Lake Arthur
- 81-WRIGHTSVILLE, PENNA.-Lake Clarke
- 82-PRINCE GALLITZIN STATE PARK, PA.-Lake Glendale
- 86-BALTIMORE, MARYLAND-Magothy River
- 97-BETHESDA, MARYLAND-Chesapeake Bay
- 103-YORKTOWN, VIRGINIA-York River at Chesapeake Bay

CAROLINAS DISTRICT

Governor: WILLIAM V. SINGLETARY
32 Beverly Drive
Durham, North Carolina 27707
919-489-1528

- 27-HENDERSON, N.C.-Kerr Lake Reservoir
- 48-CHARLOTTE, N.C.-Lake Norman
- 71-ROANOKE, VIRGINIA-Smith Mountain Lake
- 78-MOREHEAD CITY, N.C.-Boque Sound
- 108-SOUTHMONT, N.C.-High Rock Lake
- 111-MARIETTA, GA.-Lake Lanier