

SCOTS

n' water

June, 1976
Volume XVIII
Number 6



Bill Davis and James
Harrington, Mobile, Ala.
Photo by Debbie White

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Register Now For NAC

By G. JACKSON BURNEY

The 1976 North American Championships will be held Aug. 16-20 at the Lake Norman Yacht Club near Charlotte, N.C.

Official registration forms for NAC are now appearing in SCOTS 'N WATER, and officials of Host Fleet 48 are encouraging entrants to mail in their \$35 registration fee as soon as possible.

Official lodging for NAC this year is at Statesville Holiday Inn at the intersection of Interstate 40 and US 21, near Interstate 77. Lake Norman Yacht Club is located eight miles west of I-77 between Charlotte and Statesville. See registration form, page 4.

Regatta Chairman Curtiss Torrance said contestants and families may choose between Holiday Inn and the club's camping facilities.

Those who are planning to camp need to indicate this preference on the registration form, Torrance said. On the grounds are separate pavilion area for outdoor picnics and outdoor cooking. Six hot showers plus dressing rooms are also available as well as dishwashing facilities, telephone and a large covered shelter. Camping sites will be assigned as registrations are received.

Torrance also noted, for those coming to the area by air, the excellent service into the Charlotte airport which is 35 miles from the NAC site.

In addition to Torrance, other key officials for the NAC will be Jack Brown, race committee chairman, and Chuck Lineberry, protest committee chairman.

Lake Norman Yacht Club has 175 member families. Lake Norman is 13 years old and has a 530-mile shoreline. Davidson College is adjacent to the lake.

Other LNYC fleets are Highlanders, Thistles, Y-Flyers, Lasers, Sunfish, Cruisers and a mixed fleet.

Charlotte is located in the center of the expanding Southeastern U.S. It is a financial and distribution center for the area and has a population of 300,000. Just two hours west of Charlotte lie the highest mountains east of the Rockies—the Smokies, while the great Carolina beaches are 3-4 hours away to the east.

Bouquets to Florida

Dear Pensacola YC and St. Andrews Bay YC,

Thank you for your genuine Southern hospitality during your beautifully organized regattas.

From the Midwinter Warmups to USYRU Championship of Champions, to FSSA Midwinter Championship—it was pure joy for us inland lake sailors of a new fleet to see these many Flying Scots sailed so expertly.

We had a grandstand view from the spectator and stake boats so generously provided by your members. We enjoyed your clubs' Southern cooking and your members' congenial company, and we wish to extend our invitation to you to sail or visit with us and show us once again how it's done.

Most Sincerely,
IRMGARD SCHILDROT
AND CAROLYN COUTS
Fleet #116, Manchester, NH

Secretary Sez: Membership Growing; Send Fleet Proxies

By **HAL MARCUS**

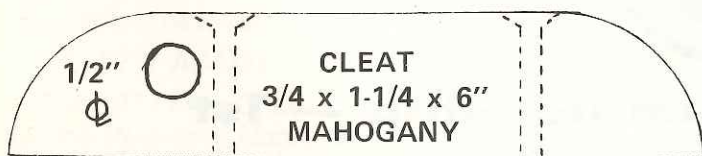
More and more Flying Scot sailors are finding that Fleet association is the best way to enjoy their boat and your membership in the Flying Scot Sailing Association. Two more new fleets have been formed since our last issue.

FLEET 122 is based in HADLEY, NY, and will be WELLBORN (FS 481) as its Charter Captain. Its other members are KENNETH M. LINDSAY (FS 2726) and WILLIAM E. BENSLEY (FS 166), Fleet Charter Secretary.

BRUCE C. BJORKE (FS 2189) has successfully formed Fleet 123 in BOTTINEAU, ND, and will be its Charter Captain. Charter Secretary is DR. RICHARD JOHNSON (FS 2536), and ANDREW BUCHL (FS 1463) is its third member. BRUCE reports that his group will sail on LAKE METIGOSHE. They have been running regattas for the past two years, and felt it was time to make their organization a legal fleet. FLEET 123 will continue its open regatta, the first weekend after Labor Day hoping to add to last year's five Flying Scots with more entries this fall. From binding the centerboard line when the boom is out on the port side and at the same time to act as a fairlead for the centerboard line.

The only materials needed are 6 feet of 1/2" nylon line, the cleat and two 2" No. 8 brass screws. The cleat is easily made by the handyman from 3/4" x 1-1/4" x 6" mahogany, or bought from one of the builders.

I heartily recommend the change and think you will find it to have been worth the effort. At the same time, let me caution the muscle boys that too much vang in heavy winds breaks masts, and the improved bridle location merely ameliorates the situation.



USE 2" NO. 8 SCREWS — BRASS

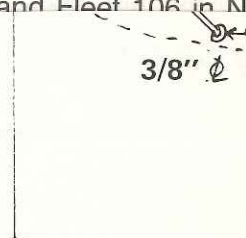
PROXIES ARE COMING

This year our Annual Meeting will be held at Lake Norman, NC, on August 15, in conjunction with our North American Championships. All Fleet Secretaries will be mailed a proxy to be used in case no member of their fleet is present. All fleets are urged to return the proxy to the FSSA office even if you expect to be present at the annual meeting. Your presence will override the written proxy, but sending the proxy into the office in time guarantees that your vote will be counted.

Some of the items contained in your proxy are the election of the executive officers as recommended by the Nominating Committee. Your Nominating Committee has selected an excellent slate, representing some extremely active FSSA members.

Another item on the proxy, which I always consider unpleasant, is revoking the charters of those fleets that were suspended last year for not maintaining the minimum number of three active members. Last year we suspended four fleets, but we are happy to report that two of these fleets are healthy again. Both Fleet 91 in Alexandria, LA and Fleet 106 in North Platte

TRUNK



Improved Vang Bridle

OFFICE NOTE

Those who have not paid their 1976 FSSA dues will not be receiving this issue of SCOTS N' WATER. If anyone complains about not receiving their copy, ask them if they have paid their dues.

HAL MARCUS

MURPHY & NYE SCOT SAILS

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There is no reason why you can't have the best Scot sails made—Murphy & Nye, of course. Over the years our tradition of winning is unsurpassed and we continue to gather top honors in District and National events.

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Letter to Editor: Favors Short Track; One Design Concept

Dear Editor,

While it is probably getting to be old hat, I would like to put my two cents in on the matter of jib tracks. I agree whole-heartedly with Jim Johnson's suggestion, in the March issue, of just adding the word "maximum" to the 20" + 1/2" length. I do not advocate eliminating the track altogether, as I'm afraid we would find all kinds of contraptions used to secure the jib lead to the deck. However, with how far back from the front cockpit coaming the track has to be located, and where the track has to be located on the deck, so strongly spelled out in our rules, if we now put a maximum on the track length, then what difference does it make how long the track is as long as it is within these dimensions?

In my own case, I have cut my track to about eight inches, moved my cheek blocks so that they are now directly outboard of my track, and mounted my jam cleats directly on top of the aft ends of the track. This allows me the use of the two most forward positions on the track. Since I always used only the most forward position even before I cut my track, I do not find this restrictive.

One of my great advantages of the Scot is that it can, in most circumstances, be easily sailed by a husband and wife team, which is my happy situation. My wife weighs 110 pounds, and I weigh 195 pounds. In order to get the bow down on a windward beat, my wife rides just forward of the shroud, and I ride as far forward on the deck as the tiller extension allows. This meant I was constantly sitting on, or bumping into, the jam cleat, cheek block and part of the track. By cutting the track and moving the block and cleat forward, I now sit on nothing but deck. Ah, such comfort.

I am as adamant as Sandy about keeping ours a strict one-design class and not allowing any changes that would affect boat speed or could be costly to keep up with. However, I think Sandy is wrong in regard to the Jib track. It has no bearing on boat speed, there is no cost, and the only thing it does is make the Scot an even more comfortable boat to sail than it already was.

Sincerely
DON SWEET, Commodore
Lake Norman Yacht Club

Know Her

promotion of Flying Scot sailing in conclusion of Scots in the Marblehead class of the class.

of his instruction guide for new from other classes—who sail Flying use, as an introductory primer, or Scots in competitions. We reprint onal agreement—but he should be the angle of heel. John states the grees while I would set the limit at ould say the high side deck should se, John will find little argument. ow these drills, clip and pass on to de these hints when you loan your

DICK ELAM

The Flying Scot mainsail specifications are such that the luff must not reach the mast head sheave. So please do not try to stretch the mainsail to the very top. You will surely break a crank. Cranks are also broken by leaning on the end of the handle and not turning it in a perfect circle. When most pressure is to exerted on the crank, put your forefinger at the bend of the crank nearest the winch drum.

TO RAISE THE SAILS

Always insert the halyard winch crank into the starboard side of the winch. Thus, always turn the crank in a *clockwise* direction to raise the sails. When the sail is fully up, push the "dog" or "latch" (located on the port side of the winch drum) up and into a locking position with your left hand.

As you are about to raise the sails, please take care to be certain the halyard wire already on the winch drum is tightly wound onto the drum. And also, when first cranking, please put tension onto wire to be sure there is no slack on the drum at the beginning. This means it may be necessary to hold the wire temporarily with your left hand while cranking with your right hand until the tension is taken up by the weight of the sail itself. This prevents damage to the wire.

Again, we ask that you do not try to get that extra ¼ inch of stretch on the luff. You can do nothing but break a crank. And if you do, please save it as it can be filed and used again.

TO LOWER THE SAILS

First the dog has to be released. Insert the crank on the starboard side of the winch and turn it slightly clockwise. Releasing pressure on the dog in this

manner will allow the dog to drop down. Then turn the crank in a counter-clockwise direction. If it is found the sail needs to be pulled down, then the crank may be removed. But if the sail has a tendency to drop of its own weight and freely, then insert the crank and crank it down. This is to prevent the halyard wire from "birdnesting" around the drum, which means to twist around the drum in a loose manner both clockwise and counter-clockwise. It becomes an awful tangle and usually the sail does not come down all the way. If a birdsnest occurs, one has to raise the sail again carefully untwisting the wire from around the drum. There is a spring brake on the starboard side of each drum and this needs to be tightened, or in some cases, freed up from corrosion. This will not occur on a properly maintained winch assembly.

JIB

It will be noticed the jib stay thru-hull extension and the jib tack thru-hull extension are secured under the deck to a horizontal bar, or toggle, that pivots at its center point. Thus when the jib is raised (it has a luff wire) tension is increased on the jib stay. In this way, both the jib stay and the jib luff have equal tension. The toggle bar does NOT have to be in any particular angle to the horizontal for the tension to be equalized. It is all a matter of how the shrouds and jib stay turnbuckle were originally adjusted. Do not attempt under any circumstances to adjust the turnbuckle.

After lowering the jib, secure the jib halyard shackle to the jib tack thru-hull extension (to which the jib tack had been attached when the jib was up) and crank the halyard tight to equalize tension on both the jib stay and the halyard.

VANG

It is of no advantage to vang the boom when sailing close hauled. If you are "compelled" to do so, you must release it entirely when sailing off the wind and then re-tighten it. This is especially important in winds of 15 knots and over. In very heavy air, it is possible to break off the roller reefing pin in the tack end of the boom or even break a mast because of the extreme compression caused by too tight a vang.

The reason for all this is because the vang is rigged in such a manner that if it is tight when sailing close hauled, it tightens itself considerably more as the boom is let out for offwind courses. Please remember, using the Flying Scot vang properly, will help her perform for you at her designed best.

ANGLE OF HEEL

The Flying Scot sails best on the wind when heeled at no greater angle than 18 degrees. Roughly, this angle is when the weather side deck is nearly horizontal. Off the wind under planing conditions, keep your weight aft and sail the Scot flat with no heel at all.

Regatta Schedule

If your fleet has a major regatta open to Scots from other fleets, we'd like to include it in the Regatta Schedule. Just drop a note or postcard to Cathy Quinn, Scots n' Water, 8721 Silverhill Lane, Austin, Tex. 78759. (And don't forget to send in the results after the race.)

- June 5-6—Egyptian Cup Regatta, Crab Orchard Lake, Carbondale, Ill.
 June 12-13—Annual Berlin Yacht Club Regatta, Berlin Reservoir, Ohio.
 June 12-13—Annual Regatta, Neenah Nodaway Yacht Club, Lake Winnebago, Neenah, Wisc.
 June 19-20—Second Annual Wisconsin Cup, Lake Monona Sailing Club, Madison, Wis.
 June 19-20—Annual Lake Monona Sailing Club Invitational Regatta, Monona, Wis.
 June 26-27—Michigan-Ontario District Regatta, Gull Lake Yacht Club, Kalamazoo, Mich.

- July 10-11—Greater New York Districts and Northeast Regionals, Red Grant annual one-design Regatta, Raritan Yacht Club, Perth Amboy, NJ
 July 10-11—Annual CLYC Open Regatta, Clear Lake Yacht Club, Fremont, Ind.
 July 17-18—PAYC Open Regatta, Port Arthur Yacht Club, Lake Sabine, Tex.
 July 24-25—Deep Creek Invitational, Deep Creek Yacht Club, Deep Creek, Md.
 July 29-Aug. 1—Marblehead Race Week, Marblehead, Mass.
 July 30-Aug. 1—Fleet Race Weekend, Sheridan Shore Yacht Club, Wilmette, Ill.

- Aug. 14-15—Fleet 95 Annual Invitational Regatta, Lake Minnetonka, Minneapolis, Minn.
 Aug. 16-20—Flying Scot North American Championships, Lake Norman Yacht Club, Charlotte, N.C.
 Aug. 22—Racine Yacht Club Open Regatta, Lake Michigan, Racine, Wis.

- Sept. 11-12—Harvest Moon Regatta, Atwood Yacht Club, Atwood Lake, Ohio.
 Oct. 16-17—Annual Barefoot Open Regatta, Lake Lanier, Atlanta, Ga.
 Oct. 23-24—Cav-Oil-Cade Open Regatta, Port Arthur Yacht Club, Lake Sabine, Tex.

- Nov. 5-7—Wurstfest Regatta, Lake Canyon Yacht Club, Canyon Lake, Tex.

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skills and strategy



at the site of
the 1976 U.S. Olympic trials

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Send coupon or call today to insure getting into the Clinic you want during the week you prefer.

Mail to: Major Hall
 Director of Instructional Programs
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 Association Island
 Henderson Harbor, New York 13651
 (Phone: 315-788-8811)

I am interested in the courses and weeks checked below:

Week of	Learn To Race Clinic	Intermediate Racing Clinic	Advanced Racing Clinic	Expert Racing Clinic
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6/27-7/3	not offered	<input type="checkbox"/>	<input type="checkbox"/>	not offered
7/4-7/10	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	not offered
7/11-7/17	not offered	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7/18-7/24	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	not offered
7/25-7/31	not offered	<input type="checkbox"/>	<input type="checkbox"/>	not offered
8/1-8/7	not offered	<input type="checkbox"/>	<input type="checkbox"/>	not offered

Enclosed is my check for \$100 as a deposit. ☐

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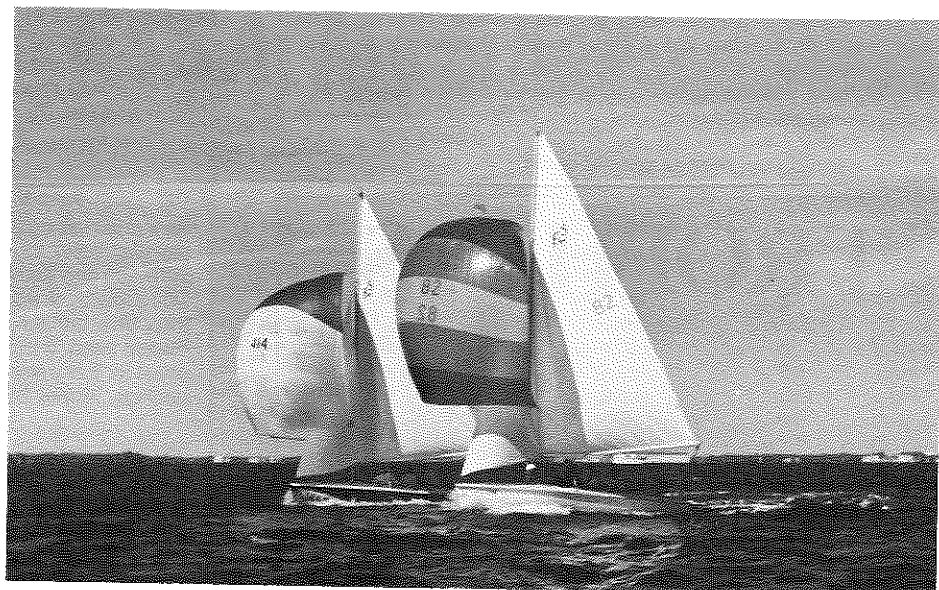
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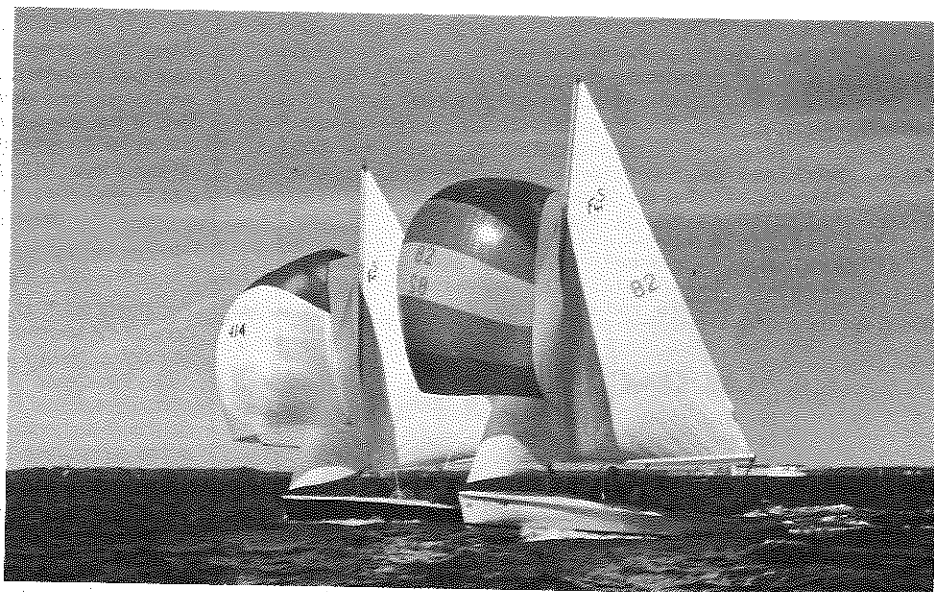
TELEPHONE: (BUS.) _____

(HOME) _____

Passing to windward—Scot 414 heads up slightly to catch the breeze and break free from Scot 82's backwind and wave action.



Scot 82 appears to pick up speed, note bow rising to plane, while Scot 414 turns downwind to blanket his opponent.



"Mast Abeam"—Scot 414 rides over Scot 82 and should soon pull ahead because of the wind shadow cast on Scot 82.

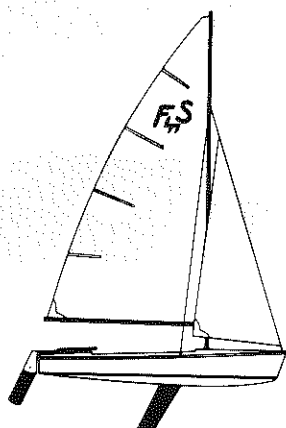


Photos by Jack Beierwaltes

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Wood — same quality you've always received, sanded \$4.75, varnished \$7.50, del. Send check to Don Blythe, Battens, 804 Euclid Ave., Jackson, MS 39202, if you can't find what you want at your favorite sailboat dealer.

TROPHIES



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STAINLESS STEEL HALYARD CRANK—Hardwood, roller handle is fitted on a machined stainless steel crank — Used successfully by hundreds of Scot and Thistle sailors — \$6.75. Postpaid. Send check to Curt Meissner, 2511 Drexel Ave., Racine, Wis. 53403.

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New mast raising hinge made by Kenyon Marine. Rugged, strong, all stainless steel. Used by Gordon Douglass Boat Co., mounted as an option on new Scots when requested by buyer. Easily installed on any Douglass Scot with only 4 screws (supplied) on deck behind mast step. Mast butt is NOT cut to accept pin. Simple instructions included. Please send \$16.56 per hinge (\$16/hinge, 56¢ postage). 15% discount for 5 or more units ordered at same time: VIZ; 5 for \$68.00 plus postage. Money back guarantee.

Heavy-weather Sails

131 sq. ft. "storm" sails of 5 oz. Bainbridge Dacron are popular with those who hate to roller reef and want easier control in heavy weather, or when they sail alone. Carefully designed to use same sheet blocks and provide same fine balance in handling the Scot as with the full size sails. Ideal for youngsters, too—little sails for little muscles. Main and jib \$255.00 plus postage. Numbers extra. Money back guarantee if returned 7 days after you receive them. *Battens, bag included, of course.

Double-ended Halyard Winch Crank

Made of same aluminum alloy, with same shape and same breaking strength, by same mfg. as Douglass' crank. BUT EACH END is square and longer, thus allowing one to file another full-length square on each end if the original square is broken off. Prices include postage. 1—\$1.99, 2—\$3.92, 3—\$5.70. 15% discount for 25 or more ordered at same time: VIZ; 25 for \$37.20 plus postage. Money back guarantee.*

Douglas Single-End Winch Crank

*Prices include postage: 1—\$1.24, 2—\$2.34, 3—\$3.45.

Beginner's Sailing Primer

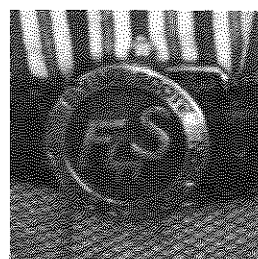
Beginners learn to sail quickly and easily with authoritative 16-pg. booklet, "A Minimum Sailing Primer." Camps, clubs, sailing schools, sailboat mfgs buy in quantity year after year. (Over 95,000 sold to date.) 7 sections explain all fundamentals. Easy-to-understand text, simple diagrams. Basic sailing terms all carefully explained. Flying Scot boat nomenclature, a glossary, 15 safety precautions. Quantity prices on request. Single copy 63¢, incl. postage.*

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599		GNV	Walter Mikelson	1727 Rugby RD	Schenectady	NY	12309
881	105	NE	William R. Lean, Jr.	27 Windy Hill RD	Cohasset	MA	02025
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2318	48	CAR	R. S. Douglas	8205 Meadowind Circle	Pineville	NC	28134
2459		GNV	Jeffrey E. Robbins	36 Attawan RD	Niantic	CT	06357
2463	24	GNV	Gene Luchansky	Alder Lane	Sandy Hook	CT	06482
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2686	52	M-O	Raphael A. Flajole	2017 Roseland	Royal Oak	MI	48073
2695		MID	Steve M. Hoppert	219 Second AVE, W#1	West Fargo	ND	58078
2709		CAR	Robert J. Petrie	1306 Bell Grimes Lane	Nashville	TN	37207
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2776		CAP	Peter C. Rossin, Jr.	638 Galway DR	Bethel Park	PA	15102
2789	6	CAP	Konrad M. Weis	218 Seegar RD	Pittsburgh	PA	15241
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Currently we are making what we feel is a very fast, smooth main and jib. The traditional Boston quality is built into each sail. And we use only the best sailcloth Howe and Bainbridge makes.

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Please ship _____ suit(s). Scot # _____

Velocities where I sail most are _____ to _____ knots.

I prefer the all-weather suit.

Please mark colors on spinnaker sketch.

I am enclosing check in full.
You will pay freight.

I am enclosing 50%, and references; and
will pay balance in ten days.

Suit — 5 oz. Dacron — \$345.00
Jib — 5 oz. Dacron — \$109.25
Main — 5 oz. Dacron — \$247.25
Spinnaker — $\frac{3}{4}$ oz. Nylon — \$161.00
Spinnaker — $\frac{1}{2}$ oz. Nylon — \$172.50
Combination Spinnaker — $\frac{1}{2}$ & $\frac{3}{4}$ oz. — \$172.50
Windows — \$10.00 each
Tell Tale Windows — \$5.00 each
Brummels — set \$7.00

Name _____

Address _____

City _____ State _____ Zip _____

Signature _____

**PAUL SCHRECK & CO.
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SWAGING — SMALL BOAT HARDWARE — COVER
RIGGING — ROPE TO WIRE SPLICING

Caveat Emptor

(If you've got a Flying Scot or Scot equipment to sell, we'll be glad to advertise it in SCOTS N' WATER. The charge is \$5 for each insertion, and the deadline is the 15th of the month prior to the month of publication. Send copy to Cathy Quinn, SCOTS N' WATER, 8721 Silverhill Lane, Austin, Tx. 78759 and checks to Hal Marcus, P.O. Box 2488, Pensacola, Fla. 32503.)

FS 1822—Customflex—Blue hull - white deck - two jibs - two spinnakers - main - spinnaker pole - two 4" deck mounted Omni compasses - full race equipped - Pamco trailer - full deck cover never used. Boat located in Columbus, Ohio. Telephone: 614/ 882-3582 Owner: Bob Wilson, 8906 W. 105 Terrace, Shawnee Mission, Kan. 66212 Telephone: 913/642-2057.

FS 117—Douglas—Red hull - white deck - Excellent condition - Schreck sails used one season - Boston sails - spinnaker, Harken ratchet blocks, racing gear, 1974 Sterling 1200 Tilt Trailer, spare tire, lifting

bride, motor bracket. Price: \$2,200. Edgar Hannum 3207 Fulton Dr. NW, Canton, Ohio, 44718 Telephone: 216/492-4061

FOR SALE: Murphy and Nye reaching spinnaker - Blue, white, black stripes - 1974 - used one season. Includes sheets, Brummel hooks, swivel at head. ¾ oz. Price: \$95. R. Harder, 1314 Tulane Rd., Wilmington, DE 19803 Telephone: 302/478-6632

FS 709—Douglass '74—Blue hull, white deck - Winning condition - Completely equipped for racing and day sailing - Harkens - '73 Schrecks - M & N spinnaker - Danford compass - Sterling trailer, tire - Bridle - 3 hp Evinrude - Cockpit cover, etc. Price: \$3,000. Peter Schkepper, 3424 Park Ave., S. Plainfield, NJ 07080 Telephone: (home) 201/754-7757 and (office) 201/245-1665.

FS 2182—1973—Jib, mainsail, heavy weather anchor, cockpit cover - White hull/off-white deck, motor bracket and GHP Virgin Johnson. Price: \$3,500. James Finlay, Moriches Bay, Long Island, NY P.O. Box 383 Remsenburg, NY 11960.

NAC Registration Form

FLYING SCOT NORTH AMERICAN CHAMPIONSHIP — 1976

Lake Norman Yacht Club — Lake Norman — Charlotte, N.C.

Skipper _____ Crew _____

Address _____ Crew _____

City _____ State _____ Zip _____

Fleet # _____ Hull # _____ (Sail & Hull #'s must be the same)

Hull Color _____ Spinnaker Color _____

Enclosed is my check for \$35 Registration

Please make check payable to: "Fleet 48 — FSSA" and send with this form

TO: CURTISS TORRANCE
'76 Regatta Chairman
Rt. 2, Box S-405
Denver, N.C. 28037

If camping, complete this section:

I wish to reserve camping space for the following:

Tent _____ Recreation Vehicle _____ Other _____

Camping sites will be assigned as registrations are received — first come, best spots.

Note: CHARTER BOATS WILL NOT BE AVAILABLE FOR 1976 NAC

I certify that my Flying Scot is properly registered with the Flying Scot Sailing Association and that my 1976 FSSA dues have been paid.

Flying Scot Skipper _____ Date _____

PLEASE REGISTER BY AUGUST 2, 1976

MY ADDRESS LABEL IS NOT CORRECT

My correct name and address follows:

Name _____

Street _____

City _____

State, Zip _____

Change is: ☐ Temporary ☐ Permanent

(send this form with present label to the Executive Secretary)

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P.O. Box 2488

Pensacola, Fla. 32503

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- 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
- 44—EPHRAIM, WISCONSIN—Eagle Harbor, Green Bay
- 47—EGG HARBOR, WISCONSIN—Green Bay (s)
- 54—FREMONT, INDIANA—Lake George
- 60—CHICAGO, ILLINOIS—Burnham Harbor, Lake Mich.
- 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
- 114—JANESVILLE, WISCONSIN—Delevan Lake
- 115—RACINE, WISCONSIN—Lake Michigan
- 120—OSHKOSH, WISCONSIN—Lake Winnebago
- 123—BOTTINEAU, ND—Lake Metigoshe

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- 39—PORT GROVE, OKLA.—Grand Lake of the Cherokee
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- 106—NORTHPLATTE, NEBRASKA—Lake Maloney
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Dallas, TX 75206

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- 32—HOUSTON, TEXAS—Galveston Bay
- 51—SEABROOK, TEXAS—Galveston Bay
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- 69—AUSTIN, TEXAS—Lake Travis
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- 100—SEATTLE, WASHINGTON, Lake Washington
(s) Charter Suspended

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- 15—KALAMAZOO, MICHIGAN—Gull Lake
- 16—DETROIT, MICHIGAN—DETROIT YC
—Lake St. Clair
- 17—GROSSE POINT SHORES, MICH
—G. Pt 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
- 113—TRAVERSE CITY, MICHIGAN—Elk Lake

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Governor: JOHN HULING
677 Winmar Pl. South
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- 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
- 34—RAY, INDIANA—Clear Lake
- 37—WESTERVILLE, OHIO—Hoover Reservoir
- 65—DELLROY, OHIO—Atwood Lake

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—Choctawhatchee Bay
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- 45—JACKSON, MISS.—Ross Barnett Reservoir
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—Lake Cottle and St. John
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- 96—NEW ORLEANS, LOUISIANA SYC
—Lake Pontchartrain
- 98—BAY ST. LOUIS, MISSISSIPPI—Bay St. Louis
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- 57—HARWICH PORT, MASS.—Nantucket Sound
- 58—WOLLASTON, MASS.—Boston Harbor
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- 77—MENAUAHANT, MASS.—Vineyard Sound
- 105—COHASSET, MASSACHUSETTS—Cohasset Harbor
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- 73—PERTH AMBOY, N.J.—Raritan Bay
- 94—LAKE HIAWATHA, NEW JERSEY
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- 122—HADLEY, NEW YORK—Great Sacandaga Lake

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- 42—WASHINGTON, D.C.—Potomac River
- 63—HAVRE DE GRACE, MD.—Susquehanna River
- 64—BALTIMORE, MD.—Middle River
- 80—PITTSBURGH, PENN.—Lake Arthur
- 81—WRIGHTSVILLE, PENN.—Lake Clarke
- 82—PRINCE GALLITZIN STATE PARK, PA.
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- 86—BALTIMORE, MARYLAND—Magothy River
- 97—BETHESDA, MARYLAND—Chesapeake Bay

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P.O. Box 2185
Davidson, NC 28036

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