



SCOTS

n' water

June, 1977
Volume XIV
Number 6

Kelson Elam (FS 1198) and Richard Wade (FS 1191) finished one, two in the Texas District championship held on Lake Travis near Austin, Texas. See page 5 for story.

**FLYING SCOT®
SAILING ASSOCIATION**

PRESIDENT

William V. Singletary
32 Beverly Drive
Durham, NC 22707
919/489-1528

FIRST VICE PRESIDENT

Robert F. Vance
134 Indian Head Rd.
Riverside, CT 06878
203/632-3264

SECOND VICE PRESIDENT

John M. Seifrick
643 Timberlake Dr.
Westerville, OH 43081
614/882-6739

COMMODORE

Lewis B. Pollak Sr.
115 Shoreline Dr.
Gulf Breeze, FL 32561
904/932-9141

IMMEDIATE PAST COMMODORE

Theodore G. Glass
Box 693
Mt. Vernon, IL 62864
618/242-4121

DESIGNER

Gordon K. Douglass
Box 28
Oakland, MD 21550
301/334-4841

SECRETARY

Thomas F. Ehman, Jr.
8940 Dexter-Pinckney Rd.
Pinckney, MI 48169
313/994-0230

TREASURER

Michael S. Johnson
104 Ferry Road
Fl. Walton Beach, FL 32548
904/243-1477

MEASURER

Donald C. Holt
P.O. Drawer 520
Keyser, WV 26726
304/788-3811

ASST. CHIEF MEASURER

Paul Blonski
12050 Lake Ave., #409
Lakewood, OH 44107
216/228-0412

EXECUTIVE SECRETARY

Harold Marcus
P.O. Box 2488
Pensacola, FL 32503
904/477-7843

EDITOR, SCOTS N' WATER

Richard Elam

MANAGING EDITOR

Catherine Quinn
8721 Silverhill Ln.
Austin, TX 78759
512/345-0891

Registered Trademark. Published monthly except Oct., Dec. and Feb. by the FSSA at 8721 Silverhill Lane, Austin, TX 78759.

Second-Class Postage Paid at Pensacola, FL 32503 and additional mailing offices. Advertising rates upon request. Subscription \$4.00 per year.

Postmaster: Please send form 3579 to FSSA, P.O. Box 2488, Pensacola, FL 32503.

Sandy Douglass Invitational



DOUGLASS

All Scots Asked To Join Festivities

BY RICHARD PEAKE

There are perhaps as many reasons for honoring Sandy Douglass as there are Thistles, Highlanders, and Flying Scots.

Members of the Capital District Flying Scot Fleet #6, Sandy's home fleet at Deep Creek Lake, Maryland, will honor him July 30-31 with an invitational regatta and ceremonies recognizing his substantial contributions to the competitive sport and pleasure of small boat sailing.

All Flying Scot owners are invited to join the celebration:

- * for a weekend of good sailing, July 30-31, at Deep Creek Lake Yacht Club on Turkey Neck near Oakland, Maryland;
- * for a reception, dinner and ceremonies to be held Saturday, July 30;
- * with a nominal contribution for a suitable "keeper" trophy for Sandy from his many friends;
- * with a letter or mailgram expressing your sentiments toward Sandy to be incorporated in a scrapbook for him that commemorates the occasion; OR
- * join us in whatever way you would like to express your feelings and help make this a memorable occasion.

For additional information phone 412/434-2444 or write now to Richard H. Peake, Jr., Chairman, Committee for Special Guests, Sandy Douglass Invitational Regatta, Gateway Towers, Pittsburgh, Penn. 15222

Letter to Editor

Thistle Takes Exception

Dear Editor:

SCOTS N' WATER reaches me regularly, and you are to be complimented on an excellent publication. I must take issue, however, with a statement contained in your "Letters to the Editor" section for April, 1977. The writer, in discussing the hiking controversy, said, "... Let's not go the way of the Thistle (which cracks along the hull when someone 'too' heavy sits on the seats.)"

We share the same designer, and he designs good boats. Printing a statement such as that is akin to saying that all cops are Irish or all blacks have rhythm or any such generalization you might make. The Scot is a good boat; so is the Thistle.

Sincerely yours,
HONEY ABRAMSON
Office of the Secretary-Treasurer
Thistle Class Association

Secretary Sez:

By HAROLD MARCUS

Ed Jaquet (FS2657) of Dearborn Heights, Michigan, submitted the winning bumper sticker design. Already on order, the 14½" x 3½" vinyl bumper stickers are white with red letters reading, "We Sail Flying Scots." On the left is the "F/S" logo in red with a blue outer circle inscribed "One Design for Better Sailing."

We congratulate Jaquet for his winning entry and thank all FSSA members who submitted designs. Since every idea was worthy of "honorable mention," each entrant was sent an official FSSA emblem.

The same quality as our original FSSA bumper stickers, the new ones will remove easily and can usually be reapplied on another car. All FSSA members will receive a complimentary sticker when they pay 1978 dues. Those of you who would like bumper stickers earlier may order from a limited summer supply available through your Association office for 75¢ each or 2 for \$1.00.

DO YOU PLAY BRIDGE?

Another new item that should be popular with FSSA members is playing cards, white with red and blue "F/S" logos and packaged two decks to a plastic case. Each card is plasticized for durability.

An excellent gift item, the cards are available through your Association office — \$6.00 for two decks. These have been ordered in limited quantities, so we suggest early orders for the holiday season.

OTHER ITEMS AVAILABLE

Several other official Flying Scot items are for sale in your Association office. You can place an order at any time. Some of our more popular items are:

4 oz., solid brass belt buckles — \$15.00
(Just ordered the third time)

Lapel pins and tie tacks — \$ 5.00
(Ordered three times, also)

Highlights of Scots n' Water — \$ 3.00
Revised: 1959 - 1977

Official embroidered emblems — \$ 2.00

Official caps, washable, — \$ 3.50
adjustable — will float

We pay postage on all items, so these prices are net — no sales tax and no delivery charge.

YOUR FRIEND MISSED A COPY?

If someone you know did not receive the latest issue of *Scots N' Water*, ask if he paid his 1977 FSSA dues. All those not current in their dues have been removed from the mailing list. Bylaws require that all NAC entrants must pay their dues by July 1.

Bumper Sticker Idea Ready to Hit Road

ANNUAL MEETING AND PROXIES

Our 1977 Annual Meeting will be held Wednesday, August 17, at the Bay View Inn in Petosky, Michigan.

We hope to see all members in attendance. For those who will not be able to attend, Fleet Proxies have been mailed to all Fleet Captains and Secretaries. We ask that they be properly filled out, certified and returned to your Association's office by **July 20**.

Even if you have voted for proxy and attend the meeting, your personal vote will count. We will not use proxies for any fleet represented by an authorized member.

NAC TROPHIES NEEDED

Contributions of trophies for our North American Championships have been gratifying; however, we still need trophies dedicated for some races.

During the past year, we have received:

"Mary Douglass Trophy" for the Best Family-Sailed Boat with Ladies on Board, contributed by Gordon K. Douglass

"Maxine Elam Trophy" for the winner of the first race in the Championship Division, contributed by Dick Elam and family.

"John C. Jones, III, Memorial Trophy" for the winner of the third race in the Championship Division, contributed by FSSA

In 1974, we received the Fleet 7 Trophy for the winner of the last race in the Championship Division, contributed by Fleet 7 in Riverside, CT.

Races still needing trophies are:

Championship Div. — winner of the fourth race

Challenger Division — overall winners for second, third and fourth place

— winners of the second, third, fourth and fifth races

If you would like to discuss dedicating a permanent trophy, please contact Commodore Buddy Pollak, our perpetual trophy chairman, or your Association office.

CRUISING THE GRENADINES

We have received a fistful of forms requesting information on the bareboat charters in the Grenadines next March. We still have space for crew members, both singles and couples.

Cruises begin immediately following our 1978 Mid-Winters. Using Windward 44's, the charters run \$253.50 per person with six people on board for seven days including full provisions. Liquor and soft drinks are extra. This rate is "special" for FSSA members.

(Continued next page)

Secretary Sez: (continued)

For more information, please send in the coupon.

Please return to: FSSA

P.O. Box 2488

Pensacola, FL 32503

☐ Yes, we are very much interested in this cruise. Please send me a brochure about the Windward 44 and Grenadine sailing.

☐ I am a "blue water skipper," with cruising boat sailing experience.

We have the following people lined up to make our full crew:

(1) _____
Name Address City, State, Zip

(2) _____

(3) _____

(4) _____

(5) _____

My name and address is: _____

MORE MYSTERY SCOTS

Mystery Scot spotters, we are adding three mystery Scots this month — 219, 221 and 226.

When you see a Mystery Scot, introduce yourself to the owner and get his name and address. Send this information to your Association office and receive an official emblem. When the owner joins FSSA, you will receive a lapel pin.

OFFICIAL MYSTERY SCOT LIST

131	421	747	904	1573	1741	2038	2302	2450
146	425	766	911	1634	1809	2040	2304	2465
212	508	812	1021	1707	1821	2124	2307	
219	527	814	1028	1716	1902	2131	2434	
221	651	842	1321	1723	1952	2216	2443	
226	720	902	1547	1740	2029	2223	2446	

1977-1978 MEMBERSHIP ROSTERS

Our 1977-1978 Membership Rosters are in the mail. We hope all information contained in the new roster is correct.

If you note an error, please let us know so we can correct our records.

New Bumper Sticker Design



WE SAIL FLYING SCOTS

SOME LETTERS FROM MEMBERS

Dear Hal: Please send me six applications for FSSA membership. In fact, 12 wouldn't hurt. Due to our new sailing club at Skaneateles Lake, Fleet #43 is really taking off with both new owners and unaffiliateds joining us.

I'm going to make an effort to get all of these owners to join FSSA and hope to be sending you quite a few names to add to Fleet #43's roster in the near future.

Three women (one complete crew) from here intend to compete for the Adams Cup this summer. As I'm sure you know, it will be held with Flying Scots this year.

Sincerely,
S/S Cynthia Rea
Secretary, Fleet 43
Jamesville, New York

★ ★ ★

Dear Hal: I do still own my Flying Scot, and I am sailing it out of Carmel Yacht Club, Haifa, Israel. There is another Flying Scot in the Tel-Aviv Marina.

A number of people are interested in buying a Scot here. I guess I'll have to do something about it. I will try to get the name of the other Scot owner and its number and mail the information to you . . .

For better sailing,
S/S Yehoram A. Natanzon
(FS 1940)
Kefar Kadima, Israel

★ ★ ★

Dear Mr. Marcus: With deep appreciation, I write you this note to thank you for the trophy which the Flying Scot Sailing Association is dedicating in memory of my son, John. He would be so pleased, as am I.

My sincere thanks and appreciation for your thought of John. He loved everything connected with the Flying Scots.

Sincerely yours,
S/S Mrs. John Clark Jones, Jr.
Brookline, MA

K. Elam Captures Texas District Title

By DICK ELAM

Lake Travis near Austin, was named after the Texas Colonel who lost the battle of the Alamo. But Texans won on Lake Travis — because only Texans attended the Texas District championships.

Louisianans from Lake Charles are eligible, but even the Cajun representative — the Fontenot family, with son Marvin skippering — hail from Port Arthur.

There was no quarter given, and although all 14 boats were Texans, the competition was friendly fierce.

Kelson Elam — as they say in Texas — owed them one. And this May he won the district championship he lost on a protest three years ago in San Antonio.

The 20-year-old Austin skipper won three of five races.

Richard Wade of Dallas was always just behind Elam, except for the first race which Wade won. Fred Tears of Dallas won the fourth race to salvage third.

Woman skipper Roz Bower of Dallas finished fourth, picking up places as breezes built on the lake.

The Governor, Brad Davis of Dallas, capsized in the third race on a jibe, losing his shot for a trophy. Bill Berry of Dallas edged Jerry Pearson of Austin by a point for fifth place.



Drying Lone Star spinnaker—for Texas Governor Brad Davis after his capsizes are his crew Jo Ferguson of Dallas (back to camera) and Teresa Fontenot of Port Arthur.

FINAL STANDINGS

Skipper	1	2	3	4	5	Total
1. Kelson Elam, 1198	2	1	1	4	1	8 1/4
2. Richard Wade, 1191	1	2	2	5	2	11 3/4
3. Fred Tears, 553	3	7	4	1	5	19 3/4
4. Roz Bowen, 925	6	6	3	2	3	20
5. Bill Berry, 1327	5	5	5	3	12	30
6. Jerry Pearson, 1787	8	4	6	7	6	31
7. Brad Davis, 2829	4	3	DNF	6	4	32
8. Marvin Fontenot, 1360	7	8	7	9	11	42
9. Tom Shepard, 565	11	10	11	8	7	47

WHEN THE GOING GETS TOUGH, THE WINNERS GO NORTH!



During the past two seasons we have worked very hard developing a suit of sails which would be the fastest available for the Flying Scot.

**RESULTS—2nd in the 1976 North Americans
1st in the 1975 Midwinters**

Through extensive analysis of cloth stretch and fatigue characteristics, North Sails can produce identical sails which are not only fast out of the bag, but give superior performance for many seasons' use. To avoid the springtime rush, order today!

Call collect or write North Sails San Diego.

1111 Anchorage Lane
San Diego, Calif. 92106
(714)224-2424

ON THE BALL

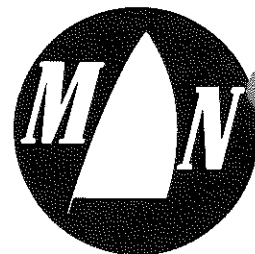


1st Place Flying Scot N.A.C.

1973 ... 1974 ... 1976!

Whether your goal is a North
American Championship or improvement
in your Fleet — Murphy and Nye Sails
can help you achieve it!

MURPHY & NYE SAILMAKERS

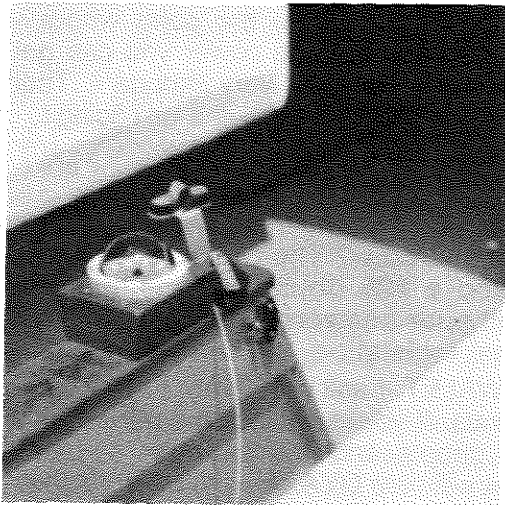
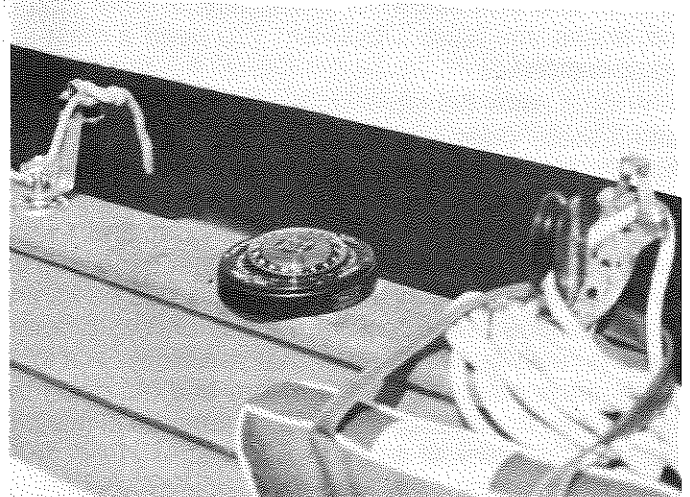
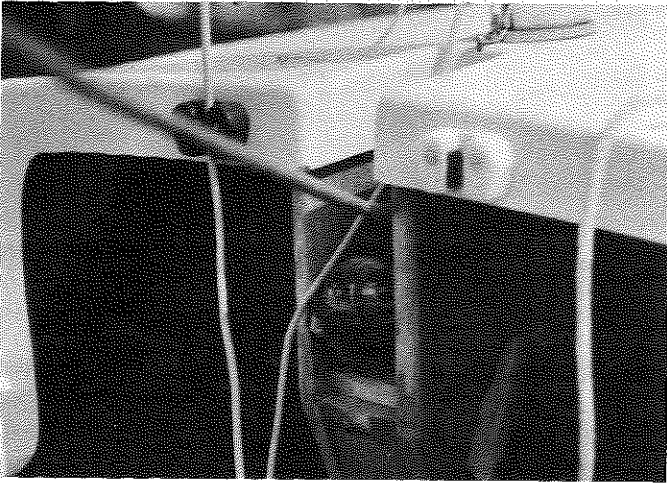
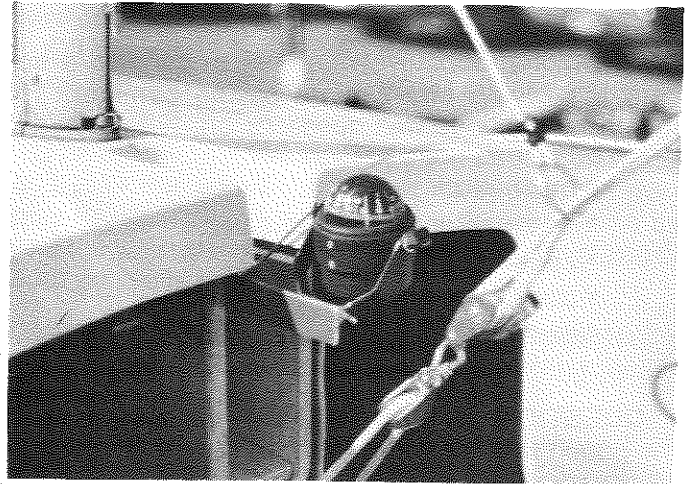
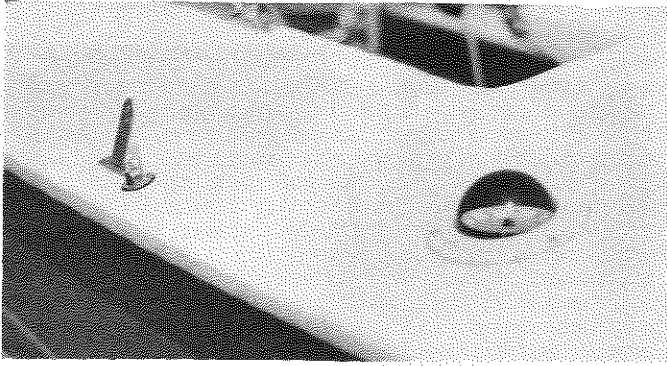


2243 N. Elston Ave.
Chicago, Illinois 60614
Phone: 312/384-2828

216 Eastern Ave.
Annapolis, Maryland 21403
Phone: 301/263-3261

1211 N. Betty Lane
Clearwater, Florida 33515
Phone: 813/441-4731

Some Points on Placing



Your Compass

A compass rose may look the same, but have a different attachment.

If you are looking for directions on how to mount your compass, here are some pictures that Editor Dick Elam took at Cleveland back in 1974. Because Elam is moving to Chapel Hill, North Carolina, he cleaned out his desk, but the yellowed pictures still provide attachment schemes.

More recently, Douglass Boats has developed a molded compass bracket.

You do not have to be in a fog to use a compass. A compass helps pick wind shifts, directions to the next mark, and some compass models double as measure of heel. Some compasses don't move when the Scot heels too much.

Some other wrinkles may also appear in these pictures. The Chief Measurer, Don Hott, was amazed at the double ended mainsheet on Elam's boat. Elam has since removed the contraption.

Experts View Mast Bend, Center Bo

Last month *Scots n' Water* began carrying a transcription of the Mid-Winters sailing seminar. This month we continue with questions on:

- * mast bend
- * best average weight to carry
- * center board trim
- * avoiding a broach
- * tacking downwind and spinnaker handling

QUESTION ON MAST BEND — Do sailmakers (on the panel) take into consideration bend of the mast?

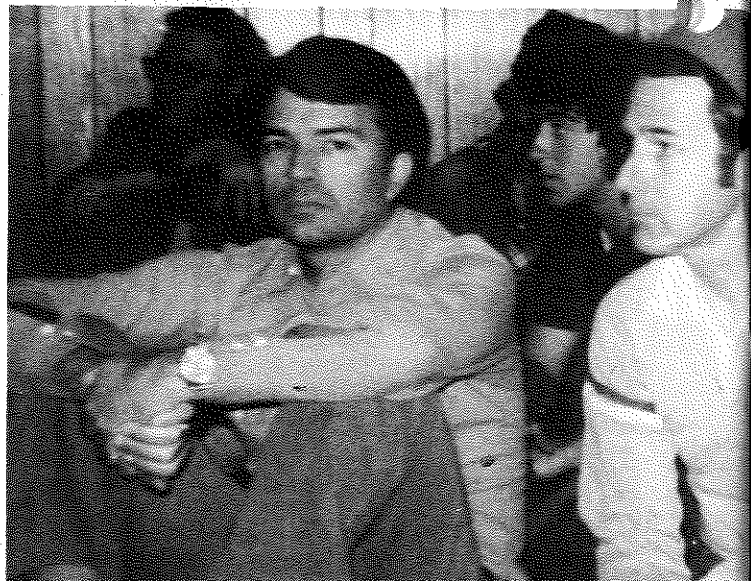
GORDON BOWERS — The bend in the mast, fore and aft and in a sideways plane, affects what kind of sail shape you have. Obviously, you need a mast-sail combination . . .

A lot of times people underestimate sideways bend, and it really does a lot to flatten your sail . . . Sailing here yesterday, our boat had a mast step that was kind of loose, and if the thing comes over and is out of line on one tack, it will be really stiff in the boat, and it won't bend sideways hardly at all. On the other hand, you flip over on the other tack, and it has a big side bend, and the difference in the look of the sail on two different tacks is really fantastic. I saw that yesterday. In a lot of boats if the mast is out of line, fore and aft, or off the centerline on a boat, there's a big difference in the side bend . . . We look at all that stuff.

LARRY KLINE — In general, a sailmaker starts off with a shape that he would like to achieve, and the two basic elements in achieving that shape are the broad seaming and the luff curve in the sail . . . That's the amount of curve in the forward edge of the sail. The luff curve works hand in hand with the shape of the mast. If the mast of a particular boat is very bending or very stiff, then that's considered in designing a luff curve.

AL GOOCH — Obviously, with only one set of sails a year, you have to design a set that is pretty all-purpose, or all-weather. So, you have to consider that the sails are going to be used not only in light air, but also in heavy air. And when it starts blowing, the mast is going to start moving around on you. And you've got to go out and sail with the boat, and take a look at it and make sure that it is going to be OK in all conditions.

PAUL SCHRECK — The sailmaker makes a sail assuming that the Scot owner is going to keep his boat mast proper on the step. But, of course, as all of you know, as the boat gets older, your step gets looser, and your mast waddles out, maybe not so much on the older masts — the older masts weren't anodized and anodizing a mast takes about 50 percent of the



Flying Scot sailors at 1977 Mid-Winters lis

temper out of it. In heavy weather, we take the vang off all together. There's no way on earth you can keep that mast straight with the vang tight. It'll bend to weather on an aft edge, and, of course, it bends too far to le. That's all right when you're really struggling because it reduces power. But up to the point where you're struggling, you need all the power you can get. And having the mast straight is very important. That's the way a sailmaker makes a sail — he isn't going to guess who is going to have his mast backwards or any other thing.

QUESTION: What is the best average total weight — skipper and crew? The Gulf Yachting Association passed a 425 pound weight minimum for Scots, and your answers would be interesting in light of that legislation.

GENE WALET: I sail with three. I say 450 pounds plus or minus. If you're sailing where there is wind, I like three people and 450 pounds . . . I think the weight limit will help GYA clubs to get older people to sail.

PAUL SCHRECK: I agree — 420 to 455 under any conditions. Any pound over 455, you're sacrificing and hurting. And anything below 420 pounds is liable to foul you up in a heavy breeze.

LARRY KLINE: I always sail pretty light. It depends on where you sail.

AL GOOCH: In most small boats, it's better to be heavy. It costs you a lot more to be light in a breeze than it does to be heavy in light air.

ard Trim, Weight

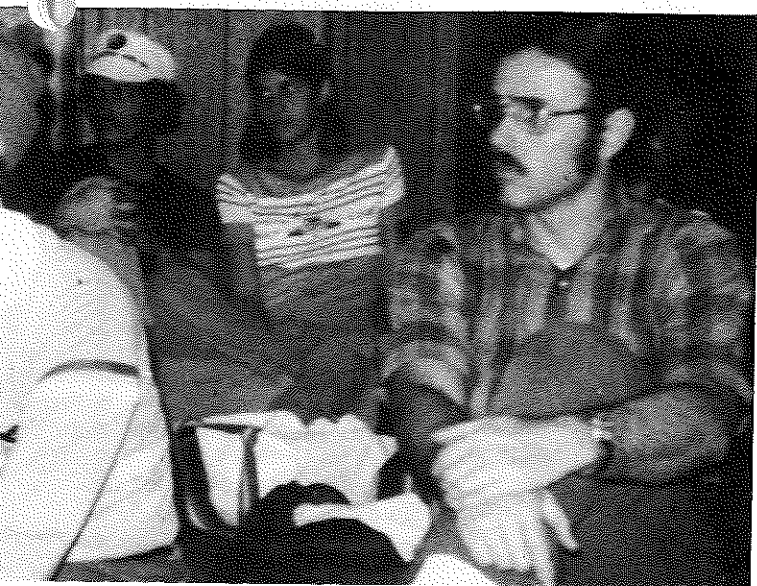


Photo by Harold Marcus

as experts respond to their questions.

TOM EHMAN: Only time weight really hurts you is in planing conditions. It's the difference of a boat being in or out of plane. That's where I think the extra pounds hurt you. I never sail with less than three people because you want that third set of hands in the boat.

GORDON BOWERS: Having a minimum weight is a good idea.

EHMAN: The time you need three people in the boat is in light airs so you can get two people on the rail on the leeward side and heel . . . to reduce wetted surface.

BUDDY POLLAK: GYA 425 weight is a compromise — 450 pounds is ideal; even 500 doesn't hurt.

QUESTION: When it's blowing — broad reaching, and running, where do you place your center-board?

WALET: Going to windward in normal conditions, I put the board at the back end of the hump, right where the top of the trunk comes level. I don't roll the board back aft as some people do.

As the breeze gets up to 18 to 22, I role the board up the trunk going to windward. I take the board up as much as $\frac{1}{8}$ to $\frac{1}{4}$ to reduce helm.

SCHRECK: The more board you have, as long as you hold the boat flat, the faster you plane. Look at your rudder. If it's right down the centerline, great. If it isn't, then you have to pull your board up.

EHMAN: I drop my board to the bottom of the hump and leave it there . . . I think it's wrong to pull a board

up to try to balance the boat. If the boat's so badly balanced that you have to pull the board up to reduce the helm, then something is wrong. You have mast rake problems or trim problems.

Off the wind I like to adjust the board myself . . . to keep the boat balanced. I would sooner err on too little board on a run.

I have a Waco 360 cleat . . . so I can sit on the rail and play the board . . . Not actually play like you'd play the mainsheet, but make the adjustment so that — if the wind shifts — you can keep the board and the boat perfectly balanced.

QUESTION: How do you handle the problem of avoiding a broach when broad reaching with a following sea?

EHMAN: If Paul Schreck's got his spinnaker up, then I'll probably leave mine up, especially if he's ahead of me. But if he's behind me, and it's late in the series, I take the spinnaker down.

To correct a broaching situation, you have to pull the board up, heel the boat to weather, slide your weight aft. (At Lake Norman this summer . . . in a short, rolling sea . . . we found that moving weight forward helped. I don't know if it puts a more buoyant part of the boat in the water, causing it to lift higher or what) . . . Heeling the boat to weather is a good way to start, move the weight aft, and be sure the board's up. If the board's down, I think it sucks the boat into the water, so get as much board up as possible.

KLINE: I think one of the things to be careful about is getting the weight too far forward. Whenever the bow starts to dig into a wave, the boat stops. And when the boat stops is when you get these tremendous forces — the wind blows harder into the sails, and that's when the tendency is to turn you up into the wind.

Make sure that you get the weight out on the side before you start heeling at all. Because once you start getting up on the side, you shorten the lever arm — the heeling moment, your hiking power — and it makes it all the easier to broach.

SCHRECK: Heeling to weather is the best advice I can give for downwind sailing. Anytime you can manage a boat, and you're not sailing by the lee, and you're not worried about capsizing, I would say to heel it to weather. There's less resistance on the whole hull.

Sailing a keelboat would be a perfect example. You cannot sail a keelboat downwind as fast as a guy who heels it to weather. It eliminates all the drag at the keel for one thing, and it gets your sails more in line with where you're going, the boat more in line, less resistance throughout. Also you sort of center your

(Continued next page)

Seminar (continued)

sails over the entire area of the hull . . . It's physics again. Your sails are pulling you exactly where you want to go.

WALET: I don't think you can get your weight too far aft in the boat under these conditions. I actually sit on the steering deck, and I'm behind the end of the cockpit seat. I can't hike very well because I can't get my foot under the aft deck. I'm on the steering deck; the front crew is snug against the middle crew.

Also, I lower my spinnaker pole to some degree. Don't leave the pole cocked up and the spinnaker ballooning. Try to take some round out of the top of the spinnaker and flatten it down more like a storm chute, or a star-cut reaching chute on a big boat.

If you have four or five foot seas, watch your waves. If you come off a wave, and it looks like you're going to dive and roll into the next one, bring the boat up rapidly, let the pole forward slightly, and just head the boat up 15 degrees, momentarily. She ought to plane off on the next wave on a 45, and the minute you get a plane, pull back down. That'll keep the bow from rolling off the wave and rolling down on a bad angle — and that's what's causing your broach.

Don't just sit there and go up and down these seas without changing your course 2 or 3 degrees. Because sure enough, every third wave she's going to roll down, get the bow on an angle, the steering's coming out of the water, and she drives down. If you can prevent that by heading up as you come off a wave, it will keep you from broaching.

BOWERS: I won't add a whole lot, except that we got out yesterday in fairly good conditions, and it was amazing what moving fore and aft would do for the balance of the boat. Angle of heel — when you are talking about broaching — is the biggest thing. If you have that boat rolled over on her ear, you're looking for trouble right away. You can flatten, maybe even go a hair to weather to get control of your helm, and you are 90 per cent there (safe). The other things are refinements.

The Fleet's In

Fleet 113, located on Elk Lake, will be racing every weekend during July and August. There are two races on Saturdays starting at 12:00 and one on Sundays starting at 2:00.

Elk Lake is 20 miles south of Charlevoix, site of this year's North American Championship; so you can get a taste of northern Michigan sailing. Join us enroute to Charlevoix or if you are vacationing in the area.

J. DANIEL HESS

NAC Countdown

Everyone attending the Flying Scot North American Championships in Charlevoix, Michigan should have made room reservations by now. See April and May issues for detailed housing information and room reservation form.

Scots N' Water reprints reservation forms on facing page and a full schedule below. The next issue will carry additional pictures and information on the annual meeting scheduled Aug. 17.

1977 NAC SCHEDULE

Friday, Aug. 12

1:00-5:00 pm

7:30 pm

8:30 pm

Registration & Measurements at Irish Boat Shop
CYC & NAC Race Committee joint meeting
CYC to host cocktail party for NAC Committee Chairmen

Saturday, Aug. 13

9:00 am-5:00 pm

9:30 am

1:30 pm

Registration & Measurements
Jr. NAC Skippers Meeting & 1st Race
2nd Jr. NAC Race
3rd Jr. NAC Race — time & weather permitting (back to back with preceding race)

Sunday, Aug. 14

9:00 am-5:00 pm

1:30 pm

3:00 pm

Evening (5:30-7:00 pm)

Registration & Measurements (start 3rd Jr. NAC Race, if necessary)
Executive Committee Meeting
Board of Governors Meeting
Welcome cocktail party

Monday, Aug. 15

9:00 am

9:30 am

1:30 pm

7:00 pm

Race Committee Meeting
Skippers Meeting — 1st Race, Elimination Series
2nd Race — Elimination Series
Board of Governors & Ladies Dinner at Weathervane

Tuesday, Aug. 16

9:30 am

Afternoon

3rd Race — Elimination Series
Open for free sailing, sight seeing, etc.

Wednesday, Aug. 17

9:30 am

1:30 pm

7:30 pm

Skippers Meeting — 1st Race, Championship/Challenger Division
2nd Race — Championship/Challenger Division
Dinner and FSSA Annual Meeting at Bay View Inn

Thursday, Aug. 18

9:30 am & 1:30 pm

3rd & 4th Races — Championship/Challenger Division

Friday, Aug. 19

9:30 am

Afternoon

7:00 pm

Final (5th) Race — Championship/Challenger Division
Make-up race if necessary — otherwise open
Awards Banquet at Bay View Inn

NAC REGISTRATION FORM

Flying Scot North American Championship—1977

August 15-19, 1977

Hosted by Huron Portage Yacht Club
at Charlevoix Yacht Club, Charlevoix, Michigan

Skipper: _____ Crew: _____

Address _____ Crew: _____

City: _____ State: _____ Zip: _____

Fleet No. _____ Hull No. _____ (Sail & Hull No. must be same)

Registration fee \$40.00 (before July 4th); \$50.00 (after July 4th)

(REGISTRATION FEE does NOT include Annual Dinner and/or the Awards Dinner)

Make your check payable to FLYING SCOT FLEET 20. Send check and this form to:

Note: Flying Scot to be registered with FSSA and 1977 dues paid.

Ib Bentzen-Bilkvist

3313 Yellowstone Drive

Will attend the Annual Dinner ☐ Awards Dinner ☐ No. of Persons _____ Ann Arbor, Michigan 48105

Will want chartered boat ☐

JUNIOR NAC REGISTRATION FORM

Flying Scot North American Jr. Championship—1977

August 13-14, 1977

Hosted by Huron Portage Yacht Club
at Charlevoix Yacht Club,
Charlevoix, Michigan

Skipper: _____ Crew: _____

Address: _____ Crew: _____

City: _____ State: _____ Zip: _____

Fleet No. _____ Hull No. _____ (Sail & Hull No. must be same)

Registration fee \$15.00 (before July 4th); \$20.00 (after July 4th)

Make your check payable to FLYING SCOT FLEET 20. Send check and this form to:

Ib Bentzen-Bilkvist

3313 Yellowstone Drive

Ann Arbor, Michigan 48105

Measuring starts August 12, 1:00 P.M.

Skipper must be eligible for Sears Cup competition and a member in good standing of F.S.S.A.

SCHRECK SAILS

were used on seven (7) of the top ten (10) boats in the 1976 N.A.C.

Four (4) first place finishes in whole series

Jack Seifrick first in qualifying series

To: PAUL SCHRECK & CO. SAILMAKERS

S. SCENIC DRIVE

LILLIAN, ALABAMA 36549

(TELEPHONE: 205 - 962-4345)

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\$397.00

Jib—5 oz. Dacron126.00

Main—5 oz. Dacron285.00

Spinnaker— $\frac{3}{4}$ oz.185.00

Spinnaker— $\frac{1}{2}$ oz.198.00

Spinnaker—combination $\frac{1}{2}$ and $\frac{3}{4}$ oz. ...198.00

* Includes royalty tag

Quick reef30.00

Windowseach 10.00

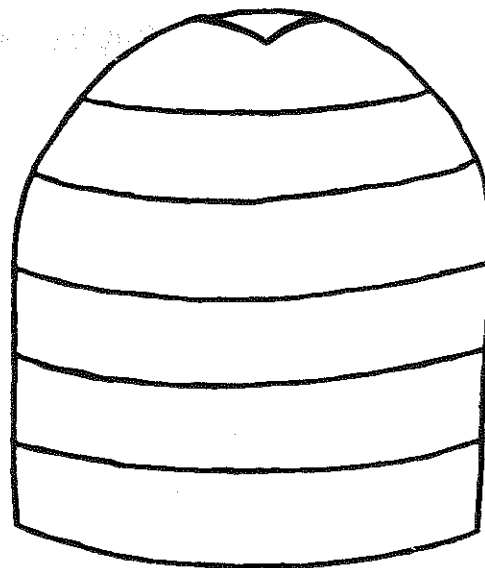
Brummelsset 7.00

Name _____

Address _____

City _____ State _____ Zip _____

Signature _____



SWAGING — ALL HARDWARE FOR SAILS — COVER
RIGGING — ROPE TO WIRE SPLICING

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.)

July 8-10 — Greater New York District Championship, Moriches Yacht Club, Inc., Moriches Bay, New York.

July 8-10 — Wisconsin Cup Regatta, Milwaukee Yacht Club, Lake Michigan.

July 9-10 — Michigan-Ontario District Regatta, Crystal Lake, Crystal, Mich.

July 9-10 — Annual CLYC Open Regatta, Clear Lake Yacht Club, Fremont, Ind.

July 15-17 — Midwest District Regatta, Lake Winnebago, Neenah, Wisc.

July 30-31 — Sandy Douglass Invitational Regatta, Deep Creek Yacht Club, Deep Creek Lake, Oakland, Maryland.

Aug. 13-14—FSSA Junior NAC, Lake Charlevoix, Michigan

Aug. 15-19—FSSA North American Championship, Lake Charlevoix, Michigan

Aug. 28-31 — 1977 North American Women's Sailing Championship, "The Adams Cup," Little Egg Harbor Yacht Club, Beach Haven, N.J.

Sept. 10-11 — Annual Hoosier-Wolverine Hot Scot Regatta, Clear Lake Yacht Club, Fremont, Ind.

Oct. 1-2 — VISA Invitational Regatta, Smith Mt. Lake, Roanoke, Virginia

Flying Scot Builders

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

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

Gordon Douglass Boat Co. Inc.
Route 4, Drawer AB
Cemetery Lane
Oakland, Maryland 21550

Wally Lineburgh's Insurance Is Different

1. Every Flying Scot is insured for \$4100 regardless of age.
2. Every Trailer insured for actual cash value up to \$400.
3. Hull, spars, sails, covers and all miscellaneous equipment is included except personal effects.
4. Coverage is "all risk" while racing, day sailing, trailing and ashore year round anywhere in the U.S. and Canada.
5. Reimbursement for loss is "New for Old" with a \$100. deductible. No depreciation taken even on sails and covers.
6. Damage to another boat up to \$4100 applies.
7. Medical payments provided up to \$2,000.

This policy is available in most states where Flying Scots are sailed. Send your Name, address, class sail number, age of boat & trailer, and Home Port. Your premium depends on your Home port location. Select your area. Make your check payable to Lineburgh & Company.

Area 1: \$61.00 per year. Inland lakes and rivers of the U.S. including the Great Lakes and Chesapeake Bay.

Area 2: \$120.00 per year. South Atlantic Coastal and tributary inland waters below the North Carolina/South Carolina state line including Gulf coast.

Area 3: \$89.00 per year. North Atlantic Coastal and tributary inland waters above the N.C./S.C. state line.

Area 4: \$71.00 per year. Pacific coastal waters and inland waters for the states of California, Oregon, and Washington.

LINEBURGH & COMPANY

1960 Bronson Road, Fairfield, Conn. 06430
(203) 255-1571

ESTABLISHED 1866



Trophies

TROPHY PROBLEMS SOLVED. Fleets nationwide come to us because of our variety, unusual sailplan engravings, and attractive program discounts. Choose trophies for every event, from under \$5 to over \$100.

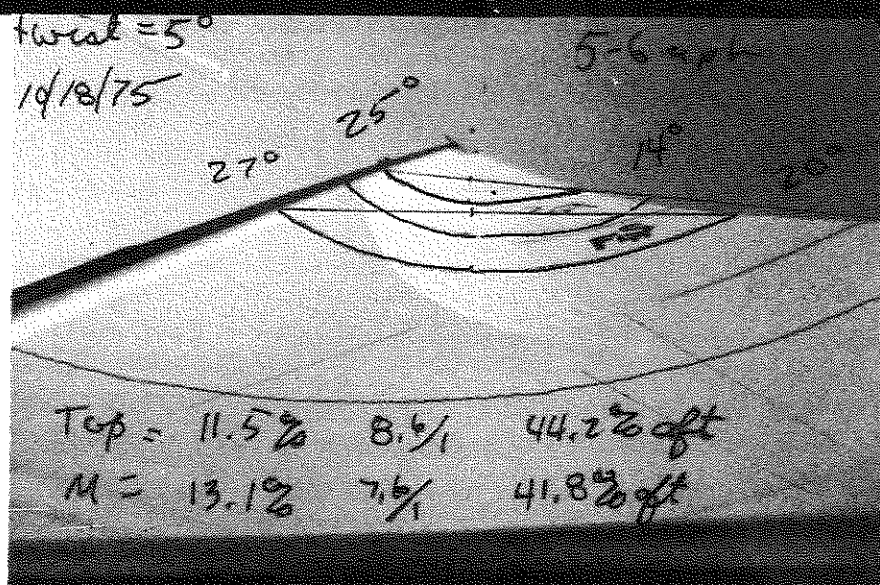
ETCHED CRYSTAL & GLASSWARE, brass, silver-plate, plaques, pewter, lucite embedments, screened glasses, and much more.

WRITE OR PHONE FOR OUR
COLOR CATALOG

Martingale

Box 365
Marblehead,
Massachusetts 01945
Phone (617) 631-4250

BOWERS SAILS TAKES FIRST AT SCOT MIDWINTERS



HERE'S A SAMPLE of our homework in defining our sail shapes including entry angles, exit angles, percentage of draft position and draft ratios. This data, gleaned from hours on the water, plus staff analysis, using traditional and computer programming, gives us winning sail designs produced by Bowers Sails.

Following a three-year period of exhaustive design research in producing winning Flying Scot sails for local competitors, our sails were aboard for their first national championship regatta of this class and took a first and second in the two-race series.

The overall wins at the 1977 Midwinters Regatta, held at the St. Andrews Bay Yacht Club, Panama City, Florida, simply proves the analysis of pictures taken from inside and outside the boat, combined with local fleet racing results, and the knowledge

gained from 10 years of sail making for scows produces winning sail speeds.

The Bowers all-weather, hard finished yarn tempered mains and jibs combined with the all white, low stretch, cross cut Dynac spinnaker provides a suit of winning sails for all Flying Scots.

(Competitors, take note:) The picture analysis above is two years old, but now that we have the winning patterns, anyone can sail faster with a suite of Flying Scot sails from Bowers.



YOUR
RACE
IS
IN
OUR
BAG

MAIN	All weather, yarn tempered dacron including window, battens, Cunningham grommet numbers and bag.	\$275.00
JIB	All weather, hard finished dacron including window, and bag.	\$125.00
SPINNAKER	All white, low stretch cross cut Dynac including numbers and bag.	\$195.00
	Two claw brummels.	\$4.00

FLYING SCOT ROYALTY TAGS INCLUDED ON ALL SAILS

NAME _____

ADDRESS _____ CITY _____ ZIP _____

PHONE _____

SAIL NUMBERS _____

COLORS

(For numbers and insignia check preference)

☐ RED ☐ BLUE ☐ BLACK

TERMS:

One half the cost of sails ordered should accompany the order. When completed, the sails will be shipped C.O.D. for the balance and shipping charges. If you prefer, send the check for full payment with the order and we will send your completed sails prepaid.

WRITE OR CALL COLLECT

BOWERS SAILS, INC.

14916 MINNETONKA BOULEVARD

MINNETONKA, MN. 55343 PHONE (612) 933-6262

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 1629 or FS 2488—Customflex — with Pamco trailer — Harken blocks — very competitive boats. Schreck or Murphy & Nye main, jib, & spinnaker. Cover, anchor, etc.

1629 — yellow hull/white deck — \$3,400

2488 — Tangerine hull/white deck — \$4,000

Jack Seifrick, 643 Timberlake Dr., Westerville, Ohio 43081. Phone: 614/882-6739 or 216/352-9311.

FS 2182—Douglass — Just custom painted, white hull, oyster deck, Schreck main, jib, fenders, cushions, cockpit cover, motor bracket. New 1977 Sterling trailer. Stored indoors. Price: \$3,800. Jim Finlay, Remsenburg, Long Island. Phone: weekends 516/325-0103, business 212/732-2820.

FS 1198—Douglass — White hull, oyster deck, three suits of sails (Boston, North and brand new Ulmer) — Sterling trailer. Has placed high in North American championships and Midwinters. Worth \$3,600.

Dick and Kelson Elam, 2210-B Quarry Rd., Austin, TX 78703. Phone: 512/474-7790.

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.

BATTENS—Floater — Unbreakable, tapered, floating, flexible, 1" wide smooth butyrate cover, glass rod core, set for main — \$12.75 delivered.

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.

ADVERTISING RATES

Following are the advertising space rates for SCOTS N' WATER:

CAVEAT EMPTOR (Maximum 50 words) — \$5.

FULL PAGE — One time, \$85; three issues in one year, \$70; nine issues in one year, \$50.

HALF-PAGE — One time, \$45; three issues, \$35; nine issues, \$30.

QUARTER-PAGE — One time, \$25; three times or more, \$20.

SIGNATURE ADS — (Maximum size, 3½ inches by 2 inches; 30-word limit) — \$15.

COLOR AND BACK PAGE, EXTRA.

NEW FSSA MEMBERS

FS#	Dist.	Fleet	Name	Address	City	State	Zip
	GF		Don Brennon	6537 Argonne BLVD	New Orleans	LA	70124
	GF		Rusty Weaver	71085 Chalice DR	Baton Rouge	LA	70815
49	OH	34	R. Morse Sanderson	3919 S. Harrison Blvd.	Ft. Wayne	IN	46807
181	GNV		William Brainard	207 Everit ST	New Haven	CT	06511
381	GNV	24	Harold F. Mullen	P.O. Box 8178	New Fairfield	CT	06810
586	GNV	7	Robert T. Clark	10 Hearthstone DR	Riverside	CT	06878
678	CAP	42	Mark J. Spooner	5024 27th ST, N	Arlington	VA	22207
772	MID		Dale Martin	RR 2, Box 57	Angola	IN	46703
808	TX	23	Jim Houseman	9436 Windy Knoll	Dallas	TX	75243
820	NYL		Charles H. Ide	3608 Wildwood DR	Endwell	NY	13760
907	MID	3	Stanton Lewis	994 Vernon	Glencoe	IL	60022
959	NE	116	Stanley Sandler	101 Madeline RD	Manchester	NH	03104
1161	NE	57	David D. Steere	Box 2998	Dallas	TX	75221
1164	GNV	10	Glenn Palmer	11 Sheffield Lane	E. Moriches	NY	11940
1256	GNV	10	Merwin G. Lane	Box 597	E. Moriches	NY	11940
1386	TX		Douglas R. Saint	P.O. Box 8192	Dallas	TX	75205
1613	M-O	16	Clayton Overland	2497 Lake in the Woods	Ypsilanti	MI	48197
1734	GF	79	William Romley White	905 39th AVE	Gulfport	MS	39501
1940	GNV		Yehoram A. Natanzon		Kefar-Kadima	ISRAEL	
2036	GF	96	David C. Blouin	429 Duplessis ST	Metairie	LA	70005
2129	NYL	43	Ian J. Irvine	Knollwood RD	Fayetteville	NY	13066
2179	MID	107	E. Lundy Pearson	1061 Green Acres	Neenah	WI	54956
2196	OH	34	David R. Marshburn	5015 Innsbruck DR	Ft. Wayne	IN	46815
2270	CAR		Arthur R. Palmer	5004 Larchmont DR	Raleigh	NC	27612
2692	CAR		Woody Naman	504 Chiquapin Lane	New Bern	NC	28560
2748	CAR	27	Fred A. Stone, Jr.	1206 Brooks AVE	Raleigh	NC	27607
2755	CAP		Marcel B. Humber	2334 Barbour RD	Falls Church	VA	22043
2756	GF	98	Ed Turnipseed	341 Demontluzin	Bay St. Louis	MS	39520
2764	GNV		Stephen B. Jacobs	50 West 76th ST	New York	NY	10023
2785	GF	111	Michael Fritz	2057 Renault Lane	Atlanta	GA	30345
2901	CAP	97	John H. Noble, Jr.	9119 Kirkdale RD	Bethesda	MD	20034
2922	CAP		Lewis R. Jones	Box 29	Oakland	MD	21550
2934	GF	111	Addison L. Gardner, IV	4419 Reid Lane, NW	Atlanta	GA	30327
2947	TX	23	Sonny Seals	6956 Lakewood Blvd.	Dallas	TX	75214
2951	NYL	43	David R. Greiner	113 Whitestone DR	Syracuse	NY	13215
2974	CAP		Andre Marechal	909 Darton DR	Alexandria	VA	22308
2986	M-O	52	Gene Giavedoni	4842 Hardwoods DR	W. Bloomfield	MI	48033

Street _____
City _____
State, Zip _____
Change is: ☐ Temporary ☐ Permanent
(send this form with present label to the Executive Secretary)

Send Form 3579 to:
P.O. Box 2488
Pensacola, Fla. 32503

SECOND CLASS
POSTAGE
PAID
at Austin, Tex.

FSSA Fleets and Districts

MIDWESTERN DISTRICT

Governor: TERRY R. SCHROEDER
1044 S. Park Ave.
Neenah, WI 54956
414/722-5645

- 2—LAFAYETTE, IN—Lake Freeman
- 3—WILMETTE, IL—Lake Michigan
- 9—STURGIS, MI—Klinger Lake
- 25—MILWAUKEE, WI—Lake Michigan
- 29—MUNCIE, IN—Prairie Creek Reservoir
- 30—CARBONDALE, IL—Crab Orchard Lake
- 44—EPHRAIM, WI—Eagle Harbor, Green Bay
- 47—EGG HARBOR, WI—Green Bay (s)
- 54—FREMONT, IN—Lake George
- 60—CHICAGO, IL—Burnham Harbor, Lake Mich.
- 68—MADISON, WI—Lake Monona
- 70—ROCHERT, MN—Cotton Lake
- 83—CARLYLE, IL—Lake Carlyle
- 88—IOWA CITY, IA—Lake MacBride
- 95—MINNEAPOLIS, MN—Lake Minnetonka
- 107—NEENAH, WI—Lake Winnebago
- 110—ROCHESTER, MN—Lake Pepin
- 114—JANESVILLE, WI—Delevan Lake
- 115—RACINE, WI—Lake Michigan
- 120—OSHKOSH, WI—Lake Winnebago
- 123—BOTTINEAU, ND—Lake Metigoshe

PRAIRIE DISTRICT

Governor: JOHN E. RUTLEDGE
6004 North Quapah
Oklahoma City, OK 73112
405/942-7260

- 39—PORT GROVE, OK—Grand Lake of the Cherokee
- 50—OKLAHOMA CITY, OK—Lake Hefner
- 59—TULSA, OK—Keystone Lake
- 89—TOPEKA, KS—Lake Perry
- 106—NORTH PLATTE, NE—Lake Maloney
- 119—HAYS, KS—Cedar Bluff Reservoir

TEXAS DISTRICT

Governor: CHARLES BRAD DAVIS
5916 Sandhurst, Apt. 125
Dallas, TX 75206
214/745-4787

- 23—DALLAS, TX—White Rock Lake
- 32—HOUSTON, TX—Galveston Bay
- 66—PORT ARTHUR, TX—Lake Sabine
- 67—SAN ANTONIO, TX—Canyon Lake
- 69—AUSTIN, TX—Lake Travis
- 84—LAKE CHARLES, LA—Lake Charles

PACIFIC DISTRICT

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

- 40—INVERNESS, CA—Tomaes Bay
- 100—SEATTLE, WA—Lake Washington

MICHIGAN—ONTARIO DISTRICT

Governor: RICHARD HELMBRECHT
4168 Wabaninno
Okemos, MI 48864
517/349-3204

- 8—DETROIT, MI—Edison, BC—Lake St. Clair
- 15—KALAMAZOO, MI—Gull Lake
- 16—DETROIT, MI—Detroit YC—Lake St. Clair
- 17—GROSSE POINT SHORES, MI—G. Pt YC—Lake St. Clair
- 18—DETROIT, MI—Detroit, BC—Lake St. Clair
- 20—PINCKNEY, MI—Portage Lake
- 33—LONDON, ONTARIO, CAN—Fanshawe Lake
- 41—CRYSTAL, MI—Crystal Lake
- 52—LAKE ORION, MI—Lake Orion
- 113—TRAVERSE CITY, MI—Elk Lake
- 128—PETOSKEY, MI—Walloon Lake, Lake Charlevoix
- 129—ORCHARD LAKE, MI—Cass & Elizabeth Lakes

OHIO DISTRICT

Governor: HAROLD E. FORREST
1602 Dunkleith Dr., NW
Canton, OH 44708
216/477-6322

- 1—WILMINGTON, OH—Cowan Lake
- 4—MANSFIELD, OH—Clear Fork Lake
- 12—CLEVELAND, OH—Edgewater YC—Lake Erie
- 14—SPRINGFIELD, OH—Kiser Lake
- 19—CANFIELD, OH—Berlin Lake
- 26—TOLEDO, OH—Maumee River
- 34—RAY, IN—Clear Lake
- 37—WESTERVILLE, OH—Hoover Reservoir
- 65—DELLROY, OH—Atwood Lake
- 80—PITTSBURGH, PA—Lake Arthur

GULF DISTRICT

Governor: CHARLES L. DEES
930 Sea Cliff Dr.
Fairhope, AL 36532
205/928-8942

- 28—FORT WALTON BEACH, FL—Choctawhatchee Bay
- 38—MOBILE, AL (BYC)—Mobile Bay
- 45—JACKSON, MS—Ross Barnett Reservoir
- 55—MOBILE, AL (BYC)—Mobile Bay
- 75—PANAMA CITY, FL—St. Andrew Bay
- 79—GULFPORT, MS—GYC—Mississippi Sound
- 85—MONTGOMERY, AL—Lake Martin
- 87—PENSACOLA, FL—Pensacola Bay
- 90—MIAMI, FL—Biscayne Bay
- 91—ALEXANDRIA, LA—Lake Coteau and St. John
- 92—PASCAGOULA, MS—Mississippi Sound
- 96—NEW ORLEANS, LA SYC—Lake Pontchartrain
- 98—BAY ST. LOUIS, MS—Bay St. Louis
- 99—NEW ORLEANS, LA NOYC—Lake Pontchartrain
- 102—FAIRHOPE, AL FYC—Mobile Bay
- 111—ATLANTA, GA—Lake Lanier
- 112—RIVER CITY SAILING ASSO.—Arkabutla Lake, MS.
- 118—BIRMINGHAM, AL—Lake Logan Morgan
- 121—TUSCALOOSA, AL—Lake Tuscaloosa
- 127—NASHVILLE, TN—Percy Priest Lake, Barren River Reservoir

NEW YORK LAKE DISTRICT

Governor: LEROY JONES
35 Prospect St.
Utica, NY 13501
315/724-1964

- 35—CHAUTAUQUA, NY—Chautauqua Lake

- 43—SYRACUSE, NY—Skaneateles Lake
- 53—CAYUGA, NY—Cayuga Lake
- 104—OLD FORGE, NY—Fourth Lake
- 109—COOPERSTOWN, NY—Otsego Lake
- 122—HADLEY, NY—Great Sacandaga Lake

NORTHEAST DISTRICT

Governor: JAMES G. BEATON
5 Kristin Lane
Canton, MA 02021
617/828-6239

- 5—BURLINGTON, VT—Mallet's Bay
- 11—ROCKPORT, MA—Sandy Bay
- 36—MONTREAL, QUEBEC, CAN—Lake St. Louis
- 57—HARWICH PORT, MA—Nantucket Sound
- 58—WOLLASTON, MA—Boston Harbor
- 76—SHARON, MA—Lake Massapoag
- 77—MENAUAHANT, MA—Vineyard Sound
- 105—COHASSET, MA—Cohasset Harbor
- 116—MANCHESTER, NH—Lake Massabesic
- 117—SHELburne, VT—Lake Champlain YC
- 124—DUXBURY, MA—Duxbury Bay

GREATER NEW YORK DISTRICT

Governor: ROBERT E. RICH
114 Raymond Street
Rockville Center, NY 11570
516/536-6905

- 7—RIVERSIDE, CT—Long Island Sound
- 10—MORICHES, L.I. NY—Moriches Bay
- 21—LOVELADIES' HARBOR, NJ—Barnegat Bay
- 22—SPRAY BEACH, NJ—Little Egg Harbor
- 24—NEW FAIRFIELD, CT—Candlewood Lake
- 31—SHORE ACRES, NJ—Upper Barnegat Bay
- 46—ISLAND PARK, NY—Hempstead Bay
- 72—AMITYVILLE, NY—Great South Bay
- 73—PERTH AMBOY, NJ—Raritan Bay
- 94—LAKE HIAWATHA, NJ—Western L.I. Sound
- 125—LIVINGSTON, NJ—Lake Hopatcong

CAPITOL DISTRICT

Governor: BRUCE B. DRURY
619 Greenbriar DR
Silver Spring, MD 20910
301/585-1261

- 6—OAKLAND, MD—Deep Creek Lake
- 42—WASHINGTON, DC—Potomac River
- 63—HAVRE DE GRACE, MD—Susquehanna River
- 64—BALTIMORE, MD—Middle River
- 81—WRIGHTSVILLE, PA—Lake Clarke
- 82—PRINCE GALLITZIN STATE PARK, PA—Lake Glendale
- 86—BALTIMORE, MD—Magothy River
- 97—BETHESDA, MD—Chesapeake Bay

CAROLINAS DISTRICT

Governor: DR. HALLAM WALKER
P.O. Box 2185
Davidson, NC 28036
704/892-1276

- 27—HENDERSON, NC—Kerr Lake Reservoir
- 48—CHARLOTTE, NC—Lake Norman
- 71—ROANOKE, VA—Smith Mountain Lake
- 78—MOREHEAD CITY, NC—Bogue Sound
- 108—SOUTHMONT, NC—High Rock Lake
- 126—HIGH POINT, NC—Oak Hollow Lake