



SCOTS



n' water



OFFICIAL PUBLICATION of the FLYING SCOT SAILING ASSOCIATION - Charles S. Silsbee, Editor

VOLUME XI, NUMBER 2

JANUARY/FEBRUARY 1969

COMING UP SOON - FOR ALL FLYING SCOT SAILORS

FSSA MID-WINTER ANNUAL DINNER.

DATE: Friday, January 31, 1969,
during New York Boat Show Week.
WARNING GUN: 5:30 P.M. Cocktail time.
STARTING GUN: 6:30 P.M. Dinner.
STARTING LINE: The Brass Rail
Fifth Avenue & 43rd Street
NEW YORK CITY

COURSE: Dinner and Discussion.

TIME LIMIT: 9 P.M.

ENTRY FEE: \$7 per dinner, including tax
& tip; after Jan 27th - \$8.

Make check payable and mail to:

Mr. Bearns Smith

44 Wesskum Wood Road

Riverside, Connecticut 06878

Guest will be Mr. David V. Smalley, past Shields Class National Champion, active in Finn Class including Olympic Trials, and skipper of one of America's Cup twelve-meter "trial horses." Steele Griswold and Fred Tears are expected to elaborate on their ideas for the future of the Flying Scot.

- - - S N' W - - -

FSSA officers and members of the GOVERNING BOARD will meet in the Weld Room of the Harvard Club, 27 West 44th Street, New York City, at 6:30 P.M. on Thursday, January 30. A rather extensive agenda will be covered during cocktails and dinner. Urge YOUR District Governor to attend!

- - - S N' W - - -

At 2 P.M. on Thursday, January 30th, and on Friday, January 31st, a ROUND TABLE to discuss one-design class problems will be held by ONE-DESIGN & OFFSHORE YACHTSMAN in the France Room on the 2nd mezzanine, N. Y. Coliseum.

FLYING SCOT MID-WINTER REGATTA

DATE: February 21-23, 1969.

LOCATION: FLYING SCOT FLEET 56 -
ROYAL PALM YACHT CLUB
Fort Myers, Florida

SCHEDULE: Friday, February 21:

9 A.M. to 3 P.M. Registration, \$8.
Rig and launch.

3 P.M. - Tune-up Race. Trophy.

Saturday, February 22:

8 A.M. - Registration. Rig & launch.
Free coffee and donuts.

9 A.M. - Skippers' Meeting.

10 A.M. - 1st Race.

Noon - Lunch available at club.

2 P.M. - 2nd Race.

4 P.M. - 3rd Race.

7 P.M. - Free cocktail party and
Dutch Treat dinner.

Sunday, February 23:

9 A.M. - Rig and launch.
Free coffee and donuts.

10 A.M. - 4th Race.

Noon - Lunch available at club.

2 P.M. - 5th Race.

4 P.M. - Trophy Presentation.

Contact John Walter for all data, at
157 S. W. 54th Street

Cape Coral, Florida 33940

Immediate motel reservations are a must! Holiday Inn (\$16-\$21); Sea Chest Motel (Efficiencies also); Tides Motel (\$14-\$20); TraveLodge (\$16-\$20). Prices are for two people; additional persons \$2-\$3.

All eligible Scot skippers invited to sail; plenty of mooring, 2 hoists, ramp, dry storage space available. Club dining and bar facilities. Caloosahatchee River and Gulf cruise planned.

F^S SA WEATHER REPORT

FLYING SCOT SAILING ASSOCIATION

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312-446-4073

FSSA ANNUAL DUES

ACTIVE MEMBER (Owner)....\$10.00
ASSOCIATE MEMBER (Crew)... 2.00
SUSTAINING MEMBER..... 4.00
CO-OWNER other than
SENIOR CO-OWNER..... 2.00
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Husband, Daughter, Son
of OWNER or CO-OWNER)... 2.00
LATE DUES PENALTY (after
Feb. 15 - previous FSSA
members only)..... .50

Make checks payable to FSSA
and mail to:

FSSA CORRESPONDING SECRETARY

Ann (Mrs. George W.) Stokes
396 Hawthorn Lane
Winnetka, Illinois 60093

SCOTS N' WATER

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Permit pending.

WE HEAR FROM F/S 1396 - EUGENE, OREGON

Ken Heirgood, the second Scot owner in Oregon, has filled us in about local sailing. Ken is a member of the Eugene Yacht Club, located 15 miles west of Eugene on Fern Ridge Lake, a body of water approximately 30 miles in circumference. The club has about 150 members and established fleets for Lightnings, Thistles, Blue Jays, Stars, and Geary 18's, plus a single Dragon, Rainbow, Triton, and now a Scot. In 1968, the club held the Lightning West Coast Regatta, the C-Lark National Regatta, and the Thistle Districts. There were over 150 racing starts in 1968. The club also sponsors the local Sea Scout ship. Ken ends up with: "This club deserves a Flying Scot Fleet!"

FLYING SCOT ADS in SCOTS N' WATER GET RESULTS: A couple of recent comments:

"Thank you for printing my request for information regarding the purchase of a used Scot. The response was tremendous -- I've got my boat!" --John Cullinan, M.D.

"I am sure that you will be pleased to hear that the advertisement for my Flying Scot produced immediate results. I had four inquiries and sold the boat to the first one who showed up here to inspect her." --Gordon Kehler.

NOTE: Advertising rates per issue are \$4 for up to 5 sq. inches, \$8 for the 10 sq. inch size, and \$4 for each CAVEAT EMPTOR ad. And anyone looking for a used Scot usually rates an insertion free.

CLOSING DATE FOR THE MARCH 1969 ISSUE is March 1, 1969.

Please send in news ahead of the deadline, if possible, and we like active and interesting photos, too. It is hoped that District Governors can sell their fleets on sending in material to SCOTS N' WATER regularly. Some fleets are real good about this, and some we just about never hear from. Cooperation is indeed appreciated. --ED.

The March issue of SCOTS N' WATER will be sent only to those who have paid their 1969 FSSA dues! You won't get the usual bill this year; it's disguised as a questionnaire! So, avoid the Late Dues Penalty by sending your check and filled-in questionnaire to Ann Stokes before February 15th. She reports that many thoughtful skippers have sent in their dues without being reminded and that she is swamped with new boat registrations. Another list of new owners next month.

OUR NEW TREASURER, H. G. Henderson, Jr., writes that his office phone number is really 713-464-2175 -- should you be out that way and want to visit Houston, Texas, Fleet 32 or want to inquire why he doesn't deposit your checks.

OUR RETIRING TREASURER, Bill Garrett, reports that after all of last year's receipts and disbursements were recorded the FSSA had \$4,314.36 in the bank on 11/15/68.

SCOTS N' WATER

NEWS FROM THE F^S SA FLEETS

DUTY ROSTERS

FLEET 37 has had their Annual Meeting (Have you?) and elected Jack Seifrick 1969 Fleet Captain, Helen Rippel as Secretary, Mike Widman to the new office of Social Chairman, and Fred Ford will represent the Fleet on the Hoover Yacht Club Race Committee. The next FLEET 37 meeting will be held on February 24 at the Hospitality Motor Inn on Route #161, with cocktails at 6:30 P.M. and dinner at 7:30 P.M. It is expected that Dick Eyerman will show a film about the many exciting advantages of sailing a Flying Scot.

FLEET 57, sponsoring the 1969 Mid-Winters at the Royal Palm Yacht Club at Fort Myers, Florida, on February 21-23, (as mentioned on Page 1, this issue) reports that Mrs. Jack D. Cochrane, Jr., is in charge of registration and John H. Walter tackling the housing arrangements. It has been brought to our attention (by Paul McRoy of FLEET 30) that vacationers could take in the RPYC-sponsored annual Festival of Light Regatta (which includes Flying Scots) and finish up a two-week sailing vacation with the Mid-Winters on February 21-23. Fort Myers, on the Gulf Coast of Florida, is an ideal winter beauty spot, and this year's Mid-Winters promise to be just as outstanding an event as they have been for the past two years.

FLEET 3 of Wilmette, Illinois, will have F. John Lewis, M.D. at the helm this coming year, with Walter T. Miller as Secretary-Treasurer, and their favorite Irishman, H. G. R. White as Measurer.

IF
YOU
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TO
WIN!



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NOTE: THE FSSA cannot endorse steel halyard cranks due to the improper use of an unbreakable crank possibly leading to a broken jib halyard or a damaged masthead. --ED.

- - - S N' W - - -

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TO MODERNIZE OR NOT TO MODERNIZE

If I interpret Fred Tears' provocative letter in the SEPT/OCT 1968 issue of SCOTS N' WATER correctly, it is based on two assumptions: (1) that a "modern" rig would greatly improve the Flying Scot's performance, and (2) that this would give us a stronger and better class than we have now. If we could be sure that the "modern" rig would produce such results, I feel certain that we all would be enthusiastic about making the change.

SANDY SAYS -

As the Flying Scot is now, she is one of the fast boats of the small-boat field, there being only a few classes with lower Portsmouth ratings than ours. There are hundreds with higher ratings. I cannot picture that a different rig would make us faster than the few boats ahead of us -- such as the Dutchman, 505, Highlander, and Thistle. It is not in the cards. In fact, the only boat I can think of which is within our sights is the Lightning. Under some conditions the Lightning is a little faster and under many conditions the Scot is faster. Mr. Tears apparently has forgotten the way we really thumped the Lightning in the last One-of-a-Kind at Miami.

Let's consider what the Flying Scot is, what her real assets are and what we like about her. Most obvious is that she is a solid, strong, stable, and comfortable day-sailer, a fast boat but one we all can sail and enjoy; one which, as Nate Dreyer has written, we can sail without fear of coming "unglued" in heavy weather. Her strength and dependability come from an unusually strong construction which, at the same time, contributes the weight which gives the stability we like. Every boat design is a compromise. Extreme speed can be gained only at the sacrifice of other qualities and the best all-around design results from the best compromise.

Without a doubt there are many changes which could be made to the Flying Scot to make her a little faster. I was well aware of these when I designed her, but with the experience of many other classes over the years I purposely designed her as she is. It is not difficult to design a fast boat. I think I demonstrated my ability to do so when I designed the Thistle and the Highlander. They are fast boats and under most conditions are a little faster than the Scot. Are they thereby better boats? Most of you who read this evidently do not think they are.

Mr. Tears apparently assumes that a "modern rig," a bendy mast, would make a different boat of the Scot. I have my doubts because far more than this is involved. Short of a radical re-design including taking out a couple of hundred pounds of weight, I question that there would be a significant difference in over-all performance. And a bendy mast would most likely make us subject to the risk of mast failures such as found in other classes.

Would a little better performance, would "modernization" give us a better, stronger, and more vigorous class? This cannot be answered categorically because the answer is a matter of conjecture. The fundamental question is whether a change is needed and if the results of the change would be beneficial. The Flying Scot Class is strong and vigorous. What would be gained and what risked? Here, I think, is where we can profit by a study of the histories of other classes where changes have been made. Does "modernization" benefit the whole class or only the few gadgeteers who enjoy tinkering?

In my own racing career covering some fifty years I have been involved in a number of classes, both development and one-design. Perhaps a brief account of some of these would be instructive.

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Ville St. Laurent, Quebec, Canada



Ranger Boat Co.
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Kent, Washington 98031

SANDY SAYS - (Continued)

I started my racing career sailing the International Canoe, in which class I four times won the American Championship. The Sailing Canoe is probably the oldest class of all, having been popular before 1880, when the American Canoe Association was founded. Originally a relatively stable and able canoe which was used for cruising as well as racing, over the years it was "developed" and "modernized" - from bat-wing sails to leg o'mutton to marconi to full-batten sails.

With its present narrow beam and sliding seat extending five feet beyond the side of the boat, it requires the greatest ability and dexterity, and is considered to be the most highly developed racing machine of the day, the fastest for its size. My father, who had won the championship in his day, told of seeing hundreds of canoes at regattas. In my day, the 20's and 30's, there were about forty boats active; and today, after 90 years of development, there are about a dozen in the country.

My next was the International 14, also a development class, probably the second in age and development. I grew up in a 14-footer built in 1914. The Class was old even then. Mine was a beamy and comfortable little boat with a very simple sliding gunter cat rig, no stays. By the 30's the International 14 had reached such a high stage of development that in 1939 a group in this country adopted Uffa Fox's ALARM design as a basis for a one-design class. In the years following the war our one-design grew into a healthy national class of over 200 boats -- but of course was not matching the technical development of the open-class boats. In about 1950 a few of our ringleaders decided to modernize their boats, and in a couple of years the one-design class fell apart and died. What might otherwise have happened is a matter for conjecture. The same hull now is used for the one-design Jet 14 which has over a thousand boats, while the open-class International 14 continues to add -- at a guess -- a half-dozen new boats per year in this country.

The Highlander is a very fast boat. I designed her to be the fastest four-man center-boarder and she comes close to being just that. Light in weight and over-canvassed she goes fast, but in a breeze is uncomfortable and needs a big crew. As a result, she is hard for a light crew to handle in a blow. In spite of her speed, in 18 years only about 500 Highlanders have been built.

The Thistle is another very fast boat. I designed her with a simple rig, and for ten years she showed a healthy growth as a family-racing type of boat with an excellent record for lack of structural troubles. Since then she has been "developed" into more of a racing machine. Hiking straps and lots of go-fasts have been added. One result of this has been an increasing frequency of mast failures which culminated in the collapse of 13 masts in one race of the 1968 Thistle National Championships -- 18 masts went in that regatta -- and the Thistle Class faces a very serious problem. In 33 years some 2,600 Thistles have been built.

And now we come to the Flying Scot, the least extreme boat with the fastest growth. In 11 years we have built nearly 1,500 boats and are growing faster than the other four classes together. We have a good boat with an almost perfect record for lack of breakdowns. We are not the fastest, but almost. Every one of our owners could instead have bought a faster boat with a more "modern" rig, but chose the Flying Scot because she is what she is. -- a solid one-design that many people enjoy sailing, not a "racing machine."

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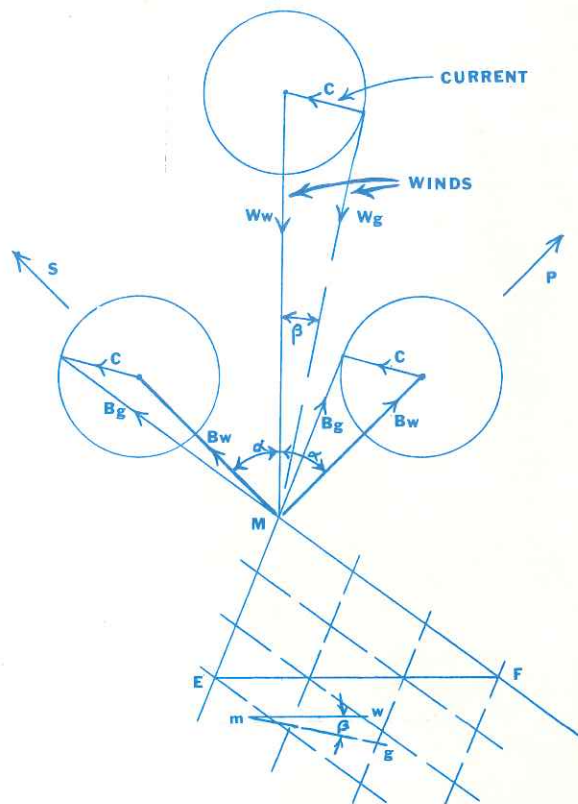
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4640 South Gary
Tulsa, Oklahoma
74105



STARTING IN A CURRENT - Written on a frosty night by H.G.R. WHITE (F/S #841)

Referring to an article in the NOV/DEC 1968 issue of SCOTS N' WATER, "Events Leading to the Start of a Race," if your eminent contributor is uncertain on which end of the line to start a cross-current beat leg, how much more so are we? Why start upstream? What is "upwind" in a current? Will the Race Committee set the line without considering the effects of the current? This is an interesting problem to analyze.

The diagram shows the Current C , the Winds relative to the ground W_g and to the water W_w . A Boat underway is only cognizant of the latter Wind W_w and sails close-hauled at equal angles and speeds through the water B_w , on either side of its axis. Adding the Current velocity C to each gives the Boat ground velocities B_g for each tack. The bearings of the vectors B_g are also those of their respective lay-lines. Call M the Weather Mark and extend vectors B_g by their own lengths through M to points E & F , respectively. ME and MF extended represent the lay-lines.



A Boat at any point on the line EF is at the same time interval from the Weather Mark M . And any line parallel to EF yet within the lay-lines, such as mw , will be a "just" Starting Line. It will also be perpendicular to the Wind relative to the water W_w . However, the Race Committee, being anchored, will probably try to set a line mg (m is the Starting Mark) perpendicular to the Wind relative to the ground W_g , which will result in a Starting Line mg canted at an angle to the line mw equal to the angle between the two Wind directions. The difference between the Wind velocities relative to the water W_w and to the ground W_g is, of course, the velocity of the Current vector C . P and S show the Boat's course when lee-bow and weather-quarter to the current, respectively. An isochronous grid is imposed between the lay-lines and shows the distance traveled in unit time on each tack. The pin end of the line mg is upwind relative to W_w as seen from a Boat lying to in its eye. The circles indicate that the Current may come from any direction and is a rotating vector.

CONCLUSION: Before the Start, lie to eye-to-wind (relative to the water); choose the upwind end of the line; forget the current until approaching a lay-line. -- H.G.R.W. 1/69
(SKIPPERS: Henry is the 1968 Fleet Champion of F/S FLEET 3. Do you agree with him?-ED.)

JUNIOR SAILORS: NOW HEAR THIS:

JUNIOR CONTEST!

► As we have for the past two years, the editors of YACHTING announce an article contest for junior sailors under 18. The top three articles from the 1968 contest appeared in the July, August, and November issues of YACHTING.

Articles should be approximately 1,000-1,500 words long and be concerned with some phase of your sailing experiences and activity. The subject matter can be varied, as you will see from what past contest winners have submitted, but the important thing is that the material be well presented and be your own work, and that it be about something of particular interest to sailors your age.

All manuscripts should be typed neatly and double-spaced and may include drawings and/or photographs. Each should be accompanied by your photograph and a letter telling your age, school, sailing background, and class of boat you sail. All manuscripts become the property of Yachting Publishing Corp., and the editors retain the right to publish any manuscript, with payment made at our regular rate. In addition to this, first place will receive a half-model of his or her one-design boat (or the one-design boat of his choice), and second and third will receive gift certificates for nautical equipment. Submissions should be made by April 15 and addressed to Yachting Publishing Corp., Junior Yachting Contest, 50 W. 44th St., New York, N.Y. 10036.

FLYING SCOT 1969 REGATTA SCHEDULE

HOUSTON YACHT CLUB MID-WINTER REGATTA - February 15-16, 1969 - FLEET 32

All card-carrying Flying Scot owners invited to participate. For further information write H. G. Henderson, Jr., 9426 Autauga, Houston, Texas, 77055. (He's the current FSSA Treasurer. --ED)

FLYING SCOT BUCKEYE REGATTA - May 24-25, 1969

Firm up your plans to attend the early Spring BUCKEYE REGATTA being sponsored by Flying Scot FLEET 37 at Hoover Yacht Club on Hoover Reservoir, Westerville, Ohio, just north of Columbus. All Flying Scot-ers are welcome! For more details write to Publicity Chairmen, Carl and Helen Rippel, 9700 Sunbury Road, Westerville, Ohio 43081.

MIDWESTERN DISTRICT 1969 REGATTA - June 28-29, 1969

Flying Scot FLEET 29 at Muncie, Indiana has been designated as the host for the 1969 Midwestern Districts to be held on June 28-29th on Prairie Creek Reservoir. An early mailing will go out to all twelve fleets in the District -- according to Richard E. Young, 307 Riley Road, Muncie, Indiana 47302 -- so that they may mark their calendars.

1969 FLYING SCOT NORTH AMERICAN CHAMPIONSHIP - August 4-8, 1969

The date has been set -- the week of August 4th! FLEET 38 and the Fairhope Yacht Club are already hard at work making plans for this Championship Regatta, which will be sailed on Mobile Bay.

CAVEAT EMPTOR

(Subject to Prior Sale)

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- 30-CARBONDALE, ILLINOIS-Crab Orchard Lake
- 34-RAY, INDIANA-Clear Lake
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- 47-EGG HARBOR, WISCONSIN-Green Bay
- 54-FREMONT, INDIANA-Lake George
- 60-CHICAGO, ILLINOIS-Lake Michigan
- 64-MENOMINEE, MICH.-MARINETTE, WIS.-Green Bay
- 68-MADISON, WISCONSIN-Lake Monona
- 70-VIKING, MINNESOTA-Cotton Lake

PRAIRIE DISTRICT

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- 50-OKLAHOMA CITY, OKLA.-Lake Hefner
- 55-WICHITA, KANSAS-Cheney Reservoir
- 59-TULSA, OKLA.-Mokawk Reservoir & Keystone Lake

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- 51-SEABROOK, TEXAS-Galveston Bay
- 62-LAKE THOMAS, TEXAS-Lake Thomas
- 66-PORT ARTHUR, TEXAS-Lake Sabine
- 67-SAN ANTONIO, TEXAS-Canyon Lake
- 69-AUSTIN, TEXAS-Lake Travis

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- 52-LAKE ORION, MICHIGAN-Lake Orion

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8454 Deer Creek Lane N.E.
Warren, Ohio 44484
216-856-3000

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- 2-COLUMBUS, OHIO-O'Shaughnessy Reservoir
- 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
- 35-CHAUTAUQUA, NEW YORK-Chautauqua Lake
- 37-WESTERVILLE, OHIO-Hoover Reservoir
- 53-LAKE CAYUGA, NEW YORK-Lake Cayuga
- 65-BELLROY, OHIO-Atwood Lake

GULF DISTRICT

Governor: JOHN C. BATTE, JR.
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Jackson, Miss. 39206
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- 38-MOBILE, ALABAMA-Mobile Bay
- 45-JACKSON, MISS.-Ross Barnett Reservoir
- 56-FORT MYERS, FLORIDA-Caloosahatchee River

NORTHEAST DISTRICT

Governor: CHARLES A. WINANS
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Needham, Mass. 02192
617-444-6034

- 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-BOSTON, MASS.-Boston Harbor
- 61-NORTH FAIRMOUTH, MASS.-Buzzards Bay

GREATER NEW YORK DISTRICT

Governor: WALTER L. LOWRY
Plumtrees Road
Bethel, Conn. 06801
203-743-6836

- 7-RIVERSIDE, CONN.-Long Island Sound
- 22-SPRAY BEACH, N.J.-Barnegat Bay
- 24-BROOKFIELD, CONN.-Candlewood Lake
- 28-SHEEPSHEAD BAY, N.Y.-Rockaway Inlet, L.I.
- 31-SHORE ACRES, N.J.-Upper Barnegat Bay
- 46-HEMPSTEAD, N.Y.-Middle Bay, L.I.
- 72-MASSAPEQUA, N.Y.-Great South Bay
- 73-PERTH AMBOY, N.J.-RARITAN YC-Raritan Bay

CAPITOL DISTRICT

Governor: EDWARD H. D. GIBBS
666 Osage Road
Pittsburgh, Penna. 15243
412-561-1209

- 6-OAKLAND, MARYLAND-Deep Creek Lake
- 42-WASHINGTON, D.C.-Potomac River
- 63-HAVRE DE GRACE, MD.-Upper Chesapeake

CAROLINAS DISTRICT

Governor: WILLIAM A. MYATT
1514 St. Mary's Street
Raleigh, N. C. 27608
919-834-7046

- 27-HENDERSON, N. C.-Kerr Lake Reservoir
- 48-CHARLOTTE, N. C.-Lake Norman
- 71-ROANOKE, VIRGINIA-Smith Mountain Lake

FLYING SCOT SAILING ASSOCIATION
Ann Stokes, Corresponding Secretary
396 Hawthorn Lane
Winnetka, Illinois 60093



FIRST CLASS MAIL



Mr. Robert F. Vance
One Lincoln Avenue
Old Greenwich, Connecticut 06870

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