

SCOTS

n' water .....



VOLUME XII NUMBER 2

JANUARY - FEBRUARY 1970



ROYAL PALM YACHT CLUB, FORT MYERS, FLORIDA  
Site of Mid-Winter Regatta, March 13-14-15



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SOME RANDOM THOUGHTS  
ABOUT EUROPEAN SAILING

The Douglasses like to travel abroad because everything is so different and interesting. The terrain, the people, the architecture, food, language, everything is different, even their sailing. Economic conditions and the almost impossible (to us) conditions under which many of them sail demand small boats, boats which, for example, in many cases must be carried by hand across mud flats at low tide. We, with our electric hoists and sheltered moorings with launch service, with warm breezes and sunny skies, cannot begin to appreciate the circumstances under which much of the European sailing is done. In spite of, or perhaps because of, these difficulties the European sailor often seems more dedicated to the sport than are we for whom life is too easy.

Because our recent trip came late in the Fall, we saw little of sailing this time. But Vince DiMaio's interesting article in the November issue of S&W brought to mind a lesson in sailing in tides which was given to me at the Hayling Island Yacht Club which he mentions. Chichester Harbor is a beautiful land-locked bay in southern England looking out onto the English Channel, a beautiful bay several miles in extent at high tide. But with a normal tide of about 12 feet, as I remember it, at low tide the bay is a stretch of mud flats and sand banks with a couple of channels. Races there are started an hour or so before high tide to take advantage of high water.

I had asked Uffa Fox why it was that, with beautiful inland lakes such as Lake Windermere, most of the English small-boat sailing is done along the coast, often with four and five knot tides. His reply was that they thought the lakes did not provide fair racing conditions because the winds were shifty.

It was 1936 and one of the races for the International Challenge Cup for Sailing Canoes which Uffa Fox and Roger deQuincy had won from us in 1932 (and still are holding!). As American Champion I had challenged for the cup. The Canadians had selected me to be a member of the Canadian Olympic Paddling Team for the 1936 Olympics in Berlin, and it seemed logical to try for the sailing cup on the same trip.

The course for this race had been set with the windward mark and finish just inside the entrance to the



## Random Thoughts (Con't.)

harbor. The tide was rushing into the harbor, the wind was onshore, so that the beat was against a five-knot tide. I was leading and covering Roger deQuincy, the defender, as we approached the finish line on the final beat to windward, both of us staying off to the port side of the course to keep out of the worst of the tide. At last I could lay the finish line and tacked for it with perhaps 50 yards to go, directly against the current - and barely making headway. I had the race won! Realizing that he was beaten, instead of tacking for the line, deQuincy continued on, far beyond the lay line. He seemed to be out of the race. But there he found a back-eddy which carried him about a quarter mile to windward around a sand bank where he could then tack out into the main channel. I was only a few lengths from the finish line and had it won! But deQuincy came barrelling down with the tide on a run, jibed around the buoy - and beat me across the finish line! Still they think that shifty winds make racing too uncertain!

How might the Flying Scot fit into European sailing? In time, she may. As the European economy improves the demand for larger boats may come. There are many places where the Scot would be suitable. Just as their cars are becoming larger and more powerful with increasing affluence, so the boats may become larger. Facilities are being steadily improved at the clubs and harbors, and we have had feelers from abroad about the possibilities of building the Flying Scot over there. Perhaps some day.

Gordon K. Douglass

## WANTED TO BUY

The Southern Yacht Club is considering the purchase of several used Scots. Contact  
Mr. Daniel B. Killeen  
Southern Yacht Club  
P. O. Box 24070  
New Orleans, La. 70124

## FLYING SCOT MID-WINTER REGATTA

DATE: March 13, 14, 15, 1970

LOCATION: FLYING SCOT FLEET 56  
ROYAL PALM YACHT CLUB  
2360 West First Street  
Fort Myers, Florida

### SCHEDULE:

#### Friday, March 13:

8:00 A. M. - 12:00 Noon Registration \$8.  
Noon - Lunch available at club.  
1:00 P. M. - Skippers Meeting.  
2:00 P. M. - First Race.

#### Saturday, March 14:

8:00 A. M. - Complimentary coffee  
and doughnuts.  
10:00 A. M. - Second Race.  
Noon - Lunch available at club.  
2:00 P. M. - Third Race. (A fourth race  
will follow if weather is good.)  
7:00 P. M. - Complimentary cocktail party  
and "Dutch Treat" dinner.

#### Sunday, March 15:

8:30 A. M. - Complimentary coffee  
and doughnuts.  
10:00 A. M. - Final Race.  
Noon - Lunch available at club.  
2:00 P. M. - Trophy Presentation.

Contact John Hanson, Regatta Chairman, at  
585 Val Mar  
Fort Myers, Florida 33901

for all information.

Thirty day advance reservations a must!  
Ramada Inn (\$18-\$22); Holiday Inn (\$16-\$21);  
Travelodge (\$16-\$20). Prices are for two  
people, additional persons \$2 to \$3. All  
located on West First Street, within walking  
distance of Club. All eligible Scot skippers  
are invited to sail; plenty of mooring, 2  
hoists, ramp, dry storage available. Bar  
and dining facilities available at Club.

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are payable now. Regular membership in  
this very worthwhile organization is \$10  
per year. Address: NAYRU, 37 West 44th  
Street, New York, New York 10036.



## HOW THE EXPERTS DO IT

This is the first of a series of articles in which top Scot skippers will tell our readers how they make their boats go and how they win races. Each month Scots n' Water will describe a sailing situation, prepare a list of specific questions, and invite several of our better sailors from different parts of the country to respond. Suggestions for situations and panel members are welcomed by your editor.

The panel for this month is composed of the following skippers:

### Skipper A

Franklin Bloomer  
Fleet 7 - Riverside, Conn.  
North American Champion 1968  
4th in 1969 Championship

### Skipper B

Kent Foster  
Fleet 1 - Cincinnati, Ohio  
Winner 1969 Hoosier Hot Scot Regatta  
8th in 1969 No. American Championship

### Skipper C

H. G. Henderson  
Fleet 32 - Houston, Texas  
Past FSSA Treasurer  
Finished 12th in 1969 No. American Championship

### Skipper D

John Laird  
Fleet 75 - Panama City, Florida  
1969 North American Champion

\*\*\*\*\*

**COURSE:** Beat to the weather mark -  
1-1/2 miles from starting  
line. All marks to port.

**START:** You have a very good start  
in the middle of the line and  
are free to tack 100 yards  
from the start.

## WIND AND WATER:

Gentle breeze - 7 to 10 mph.  
Water reasonably smooth - no  
tides or currents. No local  
conditions of significance.

## COMPETITION:

You lead all the way through the  
weather mark but are closely  
pressed by two well sailed boats.

Q. How do you trim your mainsail?

- A. Tension on foot and luff is set to afford moderate draft in main, since in smooth water boat can be pointed more, and needs less drive. Sheets are set to position main to minimize backwinding from jib, which is set first.
- B. Fairly tight - unless boat starts to stall.
- C. With big pocket.
- D. In a gentle breeze of this nature the main would be strapped in close to amidship.

Q. How do you trim your jib?

- A. Jib lead is set so that jib luffs evenly along entire luff. Sheet is set to afford moderate draft, the precise position determined by trial and error to achieve best boat speed.
- B. Fairly tight - but careful not to distort or flatten sail. Leads adjusted so leech does not hook.
- C. Loose - form same shape as the main.
- D. Jib trim is one of the more important factors when sailing to windward, and we will dwell on



this further when discussing pointing at optimum angle.

When the jib of the Flying Scot is over trimmed, there is a distinct curl in the foot of the jib. I like to trim until this curl appears and then slack off just enough to remove the curl.

Q. Do you allow any back winding of your main by your jib?

- A. Yes, although there should be very little in the conditions described.
- B. I allow backwinding only after checking for a hook in jib leech, and to see if main can be trimmed tighter, or if it is set too full with draft too far forward.
- C. No.
- D. This is determined by the cut of the main and jib. My main has a deep belly. It is not unusual to have some backwind.

Q. How much tension do you apply to your boom vang?

- A. The vang is set a little more than hand tight - this is mainly to ensure that if the main is eased it will maintain an even aspect to the wind from head to foot.
- B. We have an 8 or 12 to 1 mechanical advantage and usually set the vang tight. But we have a loose-leeched main.
- C. None.
- D. Enough tension is applied to show a slight bend in the boom.

Q. Where do you carry your centerboard?

- A. The centerboard is in the maximum down and maximum forward position.
- B. We sometimes roll the board back and sometimes leave it at the base of the arc.
- C. All the way down.
- D. The centerboard is raised slightly (approximately 1" on the centerboard trunk).

Q. How do you distribute your weight (fore and aft)?

- A. The skipper is opposite the after portion of the centerboard trunk and the crew just forward of the skipper, closely bunched.
- B. I'm uncertain about the optimum location. We keep the crew close together and in the middle of the cockpit or slightly forward.
- C. Center.
- D. The Scot moves better for me with the bow down slightly. Both crew members sit as far forward in the cockpit as possible or if on deck against the stay as close as possible. I sit approximately midship.

Q. How much do you heel your boat?

- A. The boat is heeled roughly to the point where the leeward side of the bottom is level - this reduces wetted surface.
- B. We heel until the boat has a slight weather helm and feels lively.



C. 12 to 15 degrees.

D. Deck slope sitting dead in the water is approximately 17 degrees. A good rule of thumb is to keep the deck parallel with the water. In other words, it sails best with about a 17 degree heel.

Q. How do you know when you are pointing at the optimum angle?

A. I use two pieces of yarn taped to the jib, one on each side about 1/3 of the way up the luff. When both pieces of yarn are streaming back, the boat is at the optimum angle; if the windward yarn is streaming up, the boat is too high - if the leeward yarn is streaming up, the boat is too far off the wind. I have found this gives information more accurately than just watching the sail. It is particularly good if the boat is too far off the wind.

B. I compare my progress with that of the other boats around me. Remember that you may be aimed higher than your competitors, but going so slowly that you are stalled and side-slipping so that your "course made good" to windward is actually not as high as that of the boats that are footing off and moving.

C. Luff in jib.

D. I sail to windward with my eye constantly on the jib, pointing until there is a slight flutter, and attempting to maintain this angle. As mentioned under #2 (jib trim) a properly trimmed jib contributes to optimum sailing angle.

Q. What do you do when a gust hits?

A. Move weight to windward, feather the boat to windward (without seriously backing the jib) and if necessary to keep the boat on her feet, ease the main.

B. This depends on tactical considerations. If we need to work to weather, we feather. If trying to foot - we ease the main. Sometimes we tighten the Cunningham hole. We never allow the boat to heel excessively.

C. Let out main - head up.

D. In a 7-10 mph wind a shift of crew weight seconds before the puff hits will keep the boat properly heeled. I try to keep the mainsheet man in a fixed position and use the weight of the jib man to keep the boat properly heeled.

Q. Do you experience rudder drag or excessive weather helm? If so, what do you do about it?

A. In these conditions, I experience a slight weather helm, which is desirable for windward work. This is controlled by mast position, centerboard position, crew position and sail trim.

B. Rarely under these conditions. It could be caused by too much heel, the main being over-trimmed, the main leech too tight or the main too full. To correct the condition, sail the boat flatter, ease the main, tighten the main halyard, tighten the Cunningham hole, tighten the outhaul, ease or tighten the vang and roll the centerboard back.



C. None. If necessary, let out main or point higher.

D. In this type breeze there should be limited weather helm. But, should I experience abnormal weather helm, I would raise my centerboard slightly or move my crew farther aft.

Q. How do you determine the direction of the apparent wind? If tell-tales are used - where are they located?

A. On a windward leg, apparent wind is important to determine (1) that boat is at optimum angle to wind (see answer to above question), and (2) whether the true wind has shifted. As to (2) I keep track of shifts by observing changes in the boat's compass heading. I use no tell-tales on the shrouds. I have a mast head fly, but this would be of no value in the conditions described.

B. We have a masthead fly which I rarely use. Yarn and/or strips of spinnaker cloth and/or fluffy feathers on the shrouds, and teasers ( 2 pairs) on the luff of the jib between 1/4 and 3/4 of the way up and about 4 to 6 inches in. I sail to windward with the leeward one flat and the windward one fluttering slightly.

C. Luff (1) and tell-tales (2)  
Tell-tales are located about 4' up on the shroud.

D. The direction of the apparent wind is determined by use of tell-tales located approximately 5-1/2' above deck on the stays.

Q. How do you decide which side of the course to take?

A. Unless I expected a shift or a wind or tide advantage on one side of the course or some other change, I would not go to an extreme on either side of the course, and would generally go with the fleet or with my most dangerous competitor. In other words, I would seek to retain my lead by loosely covering the boats I thought had a chance to catch me.

B. We sail toward an expected header or new wind. We always stick with our serious competitors.

C. Compass bearing at start.

D. By the wind and water conditions. In this particular situation, with no wind shifts anticipated, no tides or currents, I prefer the middle of the course.

Q. What is your tacking strategy? When will you tack? Why?

A. After the start I would tack if necessary to ensure I had clear air, so that if, for example, a boat to leeward were giving me bad air (a likely possibility in the situation posed), I would tack to clear my air. Beyond that, the strategy would be as described in the previous question except that I might tack on one of those close competitors if the opportunity presented itself.

B. We tack to stay in phase with wind shifts and to keep clear air, also to cover serious competitors.



C. 3 to 5 seconds after header and to stay on top of nearest competitor, to get the same wind he gets.

D. For the first part of the windward leg, we are more interested in boat speed than covering competition. In sailing the middle of the course we will try to tack on headers that usually come three or four minutes apart (under normal conditions). As we near the windward mark and discover that we are in the lead and are pressed closely by a couple of boats, we might then decide to cover the competition.

Q. Are you working your tiller?

Constantly  
Frequently  
Seldom

A. Frequently.

B. We work at a minimum - especially in light air. Let the boat sail itself.

C. Frequently.

D. I like to have limited tiller action.

Q. How do you determine when you have reached the lay line? Do you play it safe or cut it fine?

A. Determining when a boat has reached the lay line is a matter of judgement based upon the experience gained in tacking during the weather leg. I would want to be certain that I had reached the lay line so I would probably approach the mark on the starboard tack lay line and overstand slightly,

thus forcing my close competitors approaching on the same tack also to overstand.

B. I usually guess. I would rather understand than overstand. You are more apt to have clear air and you can usually find a hole when you are ready to go on starboard.

C. When mark is at right angle to the boat.

D. When the windward mark is 90 degrees off our beam. When sailing up the middle of the course, we are not a great distance from the windward mark when we reach the lay line. It is easier to judge the lay line from this position than if we had sailed to one side of the course. I like to play it safe, but if pressed, have a tendency to cut it fine. It depends on the circumstances.

### REGATTAS

Feb. 11-12 -----Mardi Gras Regatta  
New Orleans, La.  
Mar. 13-14-15---Mid-Winter Regatta  
Royal Palm Yacht Club  
Fort Myers, Fla.  
July 25-26-----Capitol District Regatta  
Deep Creek Lake, Md.  
Aug. 18-19-  
20-21 -----North American Championship

Milwaukee, Wisc.

### TENTATIVE DATES

Green Bay FS Boat of the Year

June 27-28 -----Marinette-Menominee  
July 4-5- -----Sturgeon Bay  
July 11-12-----Ephraim  
Aug. 15-16 -----Egg Harbor



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## JUNIOR CONTEST!

As they have for the past three years, the editors of YACHTING announce an article contest for junior sailors under 18. 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; 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 their 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 West 44th Street, New York, N. Y. 10036.

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BILL GARRETT WINS  
SOUTHERN REGIONAL CHAMPIONSHIP

Bill Garrett of Dallas, Texas, Fleet 23 was winner of the Third Southern Regional Championship held at the Shreveport Yacht Club on November 22 and 23, 1969.

Thirteen boats from five different fleets participated in this series of five races. One throw-out was allowed. Winds were southerly 8 to 12 mph. A squall during the second race provided gusts up to 25 mph.

Garrett sailed consistently throughout the series and was in first place after the second race. He did not, however, place first in a single race, having three second places and one third place for his four "counters".

The course consisted of seven legs for each race, the low-point olympic system was used for scoring. The first five finishers and points were:

Bill Garrett - 14.7 Manning Grinnan - 23  
Fred Tears - 19 Herb Swofford - 25.7  
Joe Becker - 28.8



## WHAT YOUR DUES DO

Your dues, as Active, Associate, and Sustaining members of the Flying Scot Sailing Association, form the Association's principle source of revenue. They make possible an association and support it's program which:

Protects the one-design feature of the Flying Scot.

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Offers the opportunity to make friends with as fine a group of sportsmen and sailors as have ever hoisted a sail.

YOUR DUES ARE DUE AND SHOULD BE SENT TO YOUR FLEET SECRETARY, OR IF YOU ARE NOT A MEMBER OF A FLEET, TO THE CORRESPONDING SECRETARY. IF YOU HAVE NOT ALREADY MAILED YOUR DUES, MAKE THIS SOMETHING YOU DO TODAY.

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### JONES' JUNIOR SAILS for YOUNGSTERS

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### CONGRATULATIONS

The Secretaries of Fleets 9, 25, 32, 45, 63, 66, 75 and 79 sent their checks for all fleet members' dues to the Corresponding Secretary in early January.

### IN THE NEXT ISSUE

Report on Governing Board Meeting  
"Sails for the Scot" by Paul Schreck  
How the Experts Do It - The Run with Spinnaker



FSSA ANNUAL DUES

PAYABLE IN JANUARY EACH YEAR

ALL F/S FLEET MEMBERS' FSSA DUES SHALL BE COLLECTED & FORWARDED BY THE FLEETS.

NON-FLEET MEMBERS PLEASE MAKE CHECK PAYABLE TO FSSA and MAIL TO:

FSSA CORRESPONDING SECRETARY

Ann Stokes  
396 Hawthorn Lane  
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FSSA MEMBERSHIP OPEN TO INDIVIDUALS ON THE FOLLOWING BASIS:

- ACTIVE MEMBER.....\$10.00  
(F/S owner, F/S part-owner, or designated club member of YC owning F/S)
- ASSOCIATE MEMBER ..... 2.00  
(Non-owner who is regular crew for an Active Member; member of immediate family of an Active Member; part-owner or member of his immediate family, provided one part-owner is an active member; or designated club member)
- SUSTAINING MEMBER..... 4.00  
(All other non-owners of F/S)
- DISCOUNT until February 15th..... .50  
(FOR FULL EXPLANATION SEE ART. IX OF CONSTITUTION.)

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Pointe Claire, P. Q., Canada

FLYING SCOT SAILING ASSOCIATION



DISTRICTS

FLEETS

MIDWESTERN DISTRICT

Governor: JACK M. WALKER, M.D.  
R. R. 1, Box 163A  
Yorktown, Indiana 47396  
317-759-5729

- 3-WILMETTE, ILLINOIS-Lake Michigan
- 9-STURGIS, MICHIGAN-Klinger Lake
- 25-MILWAUKEE, WISCONSIN-Lake Michigan
- 29-MUNCIE, INDIANA-Prairie Creek Reservoir
- 30-CARBONDALE, ILLINOIS-Crab Orchard Lake
- 34-RAY, INDIANA-Clear Lake
- 44-EPHRAIM, WISCONSIN-Eagle Harbor, Green Bay
- 47-EGG HARBOR, WISCONSIN-Green Bay
- 54-FREMONT, INDIANA-Lake George
- 60-CHICAGO, ILLINOIS-Lake Michigan
- 64-MENOMINEE, MICH.-MARINETTE, WIS.-Green Bay
- 68-MADISON, WISCONSIN-Lake Monona
- 70-VIKING, MINNESOTA-Cotton Lake

PRAIRIE DISTRICT

Governor: H. PRESTON PATE  
2502 Illinois Street  
Joplin, Missouri 64801  
417-623-8630

- 39-PORT GROVE, OKLA.-Grand Lake of the Cherokees
- 50-OKLAHOMA CITY, OKLA.-Lake Hefner
- 55-WICHITA, KANSAS-Cheney Reservoir
- 59-TULSA, OKLA.-Mokawk Reservoir & Keystone Lake

TEXAS DISTRICT

Governor: FRED TEARS  
8626 Inwood Road  
Dallas, Texas 75209  
214-352-0225

- 23-DALLAS, TEXAS-White Rock Lake
- 32-HOUSTON, TEXAS-Galveston Bay
- 49-HOUSTON, TEXAS-Houston YC-Galveston Bay
- 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

PACIFIC DISTRICT

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

- 40-IVERNESS, CALIFORNIA-Tomales Bay

MICHIGAN-ONTARIO DISTRICT

Governor: ROBERT A. COWLES  
29423 Walker Drive  
Warren, Michigan 48092  
313-755-3539

- 8-DETROIT, MICH.-EDISON BC-Lake St. Clair
- 15-KALAMAZOO, MICHIGAN-Gull Lake
- 16-DETROIT, MICH.-DETROIT 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 LAKE, MICHIGAN-Crystal Lake
- 52-LAKE ORION, MICHIGAN-Lake Orion

OHIO DISTRICT

Governor: RALPH E. SNELSON, D. D. S.  
8454 Deer Creek Lane N. E.  
Warren, Ohio 44484  
216-856-3000

- 1-WILMINGTON, OHIO-Cowan Lake
- 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-DELLROY, OHIO-Atwood Lake

GULF DISTRICT

Governor: WILLIAM E. SUDDATH, JR.  
4047 Boxwood Circle  
Jackson, Mississippi 39211  
601-366-5427

- 38-MOBILE, ALABAMA-Mobile Bay
- 45-JACKSON, MISS.-Ross Barnett Reservoir
- 56-FORT MYERS, FLORIDA-Caloosahatchee River
- 75-PANAMA CITY, FLORIDA-St. Andrews Bay
- 79-GULFPORT, MISS.-GYC-Mississippi Sound

NORTHEAST DISTRICT

Governor: THE REV. SETH W. NEWTON  
122 Pine Street  
Florence, Massachusetts 01060  
413-584-4745

- 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 FALMOUTH, MASS.-Buzzards Bay
- 76-MENAUHANT, MASS.-Vineyard Sound
- 77-SHARON, MASS.-Lake Massagoag

GREATER NEW YORK DISTRICT

Governor: ROBERT F. VANCE  
1 Lincoln Avenue  
Old Greenwich, Connecticut 06870  
203-637-3264

- 7-RIVERSIDE, CONN.-Long Island Sound
- 22-SPRAY BEACH, N.J.-Little Egg Harbor
- 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
- 74-NYACK, NEW YORK-Hudson River

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
- 78-MOREHEAD CITY, N.C.-Bogue Sound

July 25-26