



SCOTS



n' water



VOLUME XIII NUMBER 4

APRIL 1971

REGATTAS

May 8-9.	Texas District Championship Austin, Texas
May 8-9.	Carolinas District Championship Kerr Lake Reservoir Henderson, N. C.
May 22-23.	Buckeye Regatta Westerville, Ohio
July 3-4.	Michigan-Ontario District Championship Lake Fanshawe
July 17-18.	Edgewater Yacht Club Regatta Cleveland, Ohio
July 24-25.	Northeast District Championship Boston Harbor, Mass.
July 24-25*.	Capitol District Championship
Aug. 16-20.	North American Championship Lake St. Clair, Mich.

* Tentative

Green Bay FS Boat of the Year

June 26-27.	Marinette-Menominee Yacht Club Regatta
July 31-Aug. 1.	Ephraim Yacht Club Regatta
Aug. 7-8.	Sturgeon Bay Yacht Club Regatta
Aug. 28-29.	Egg Harbor Yacht Club Regatta

FOUR MORE FLEETS

Welcome to four new Fleets:

10	Moriches, L.I., New York - Moriches Bay
21	Loveladies' Harbor, New Jersey - Barnegat Bay
62	Dallas, Texas - Lake Ray Hubbard
90	Miami, Florida - Biscayne Bay

ELIGIBILITY — 1971 North American Championship

The Flying Scot North American Championship is a restricted event. Entries are subject to all qualifications and conditions set forth in the Constitution and Bylaws (see the 1970-1971 Handbook). The principal provisions are summarized below:

BOATS: All boats must be registered, and all shall be subject to measurement and approval prior to the first race.

SKIPPER: Must be either Active or Associate members of the FSSA, and FSSA dues and fleet dues (if any) must be paid before July 1, 1971. Skippers who are unattached (not members of chartered fleets) must meet certain additional qualifications noted below.

FLEET QUOTAS: The Board of Governors has waived the "1 for 3" fleet quota restriction which has applied to previous North American Championships. In 1971, any Active or Associate FSSA member who is a member of a chartered fleet and who is otherwise qualified as provided in these published rules may enter the event.

UNATTACHED MEMBERS: An FSSA Active or Associate member otherwise qualified who is *NOT* a member of a chartered fleet may enter the regatta if prior to registration such unattached member has sailed (in any year) in any of the following FSSA events: North American, National, Regional, District or Mid-Winter championships.

CLUB OWNED BOATS: The above provisions apply to yacht club members sailing club owned boats. An Active membership must have been paid with respect to the boat entered, the boat must be skippered by a club member designated by the club as an FSSA Active or Associate member and, if the club is not part of a chartered fleet, the skipper must be qualified by having sailed in a designated event in the same manner as a private unattached member.

AUTOMATICALLY QUALIFIED: 1970 North American Champion Paul Schreck, FSSA President Bearsn Smith, Chief Measurer Don Hott, and designer Sandy Douglass.

SPECIAL DISPENSATIONS: Those unable to qualify on the above basis who feel entitled to a special exception for some reason should petition the FSSA Executive Committee by letter to the President.

CHARTERING: Rules for chartering a Flying Scot for the N. A. C. appeared in the March issue of *SCOTS N' WATER*.

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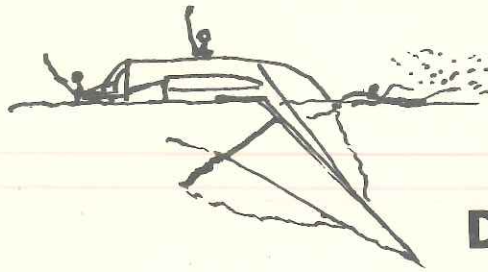
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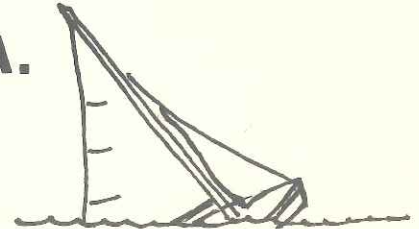
SCOTS N' WATER ®

Registered Trademark
Published monthly except Oct.,
Dec. and Feb. by the FSSA
Published and Postage paid
at Fremont, Ind.
Deadlines - 15th of month
preceeding issue
Advertising rates upon request
Subscription \$4.00 per year.

Postmaster: Please send form
3579 to FSSA, 531 Jenks Blvd.,
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Mailing Permit pending at
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FLYING SCOT SAILING ASSOCIATION
MEMBERSHIP APPLICATION AND DUES FORM

Enclosed is a check for \$_____ to cover my dues as an Active, Associate or Sustaining (cross out two) member in the Flying Scot Sailing Association for the year_____ \$4.00 of this amount is for a subscription to Scots N' Water for one year.

NAME _____ BOAT No. _____

STREET _____

CITY _____ STATE _____ ZIP _____

Send this form with your remittance to your Fleet Secretary, if you are a member of a Fleet. If NOT a Fleet member, send to:

Mrs. Mary J. Doolittle, Corresponding Secretary,

571 Jenks Blvd.

Kalamazoo, Michigan 49007

See back page for digest of membership classifications and annual dues.

WHAT I LOOK FOR IN MY SAILS

by Vincent DiMaio, President
Customflex, Inc. authorized Flying
Scot Builder

The case where one suit of sails outclasses all others in a race is the rare event which happens when a skipper applies the exact proper trim to a particular sail which is perfectly shaped for the conditions of wind and water in that specific race. Poor trim, wrong draft, changed sea conditions, pinching and a multitude of little factors can make that same sail look pretty bad in the next race. We all know that big deep draft sails go well when sailed full in light air, that smaller, flatter sails can point higher and go better in heavy air and with less heeling, and sails in between, give performance in between. No sail however well trimmed will give maximum power at both extremes. The alternative to having many suits of sails with different drafts for various conditions is a sail capable of good performance over a fairly broad range of conditions and especially powerful at the average velocity. My average velocity is 10-12 mph.

In addition to specifying the average wind velocity in which I normally sail there are a number of variables I like to go over with the sailmaker. First consider the jib. A fuller jib has more power at the expense of pointing ability. Right at the starting gun or when your toughest competitor applies a safe leeward on you and you just can't tack, it's imperative that you sail as high or higher or drop into his backwind and wind-shadow. Inability to point here can be a disaster. This alone dictates a slightly flatter jib than you might normally want for maximum power. I also like the draft fairly well forward which tends to reduce cupping of the leach and less backwinding and also provides a smaller more quickly visible area to luff if sailed too high. Jibs with long flat leading edges may not luff as soon but collapse for half their area when they do, particularly when they are made of stiffer yarn tempered cloth. This material does not luff as readily and does not indicate as quickly that a large area of the jib is drawing badly.

I do not think the deck sweeper is as effective (at least on the boats I sail) as is generally claimed. Maximum foot roach is beneficial especially reaching but by shortening the luff to drop the clew closer to the deck, sail area is lost from the most effective part of the sail, and aspect ratio, luff length, which we are trying to increase in order
foot length

to minimize end losses, is actually reduced. My observation on an exaggerated jib whose clew actually laid on the deck indicated that the loss of area more than offset the end plate loss and only slightly diminished heeling since the smaller area was lower to the deck. I prefer a conventional sized jib with greater mast rake which automatically lowers the clew of both jib and main at no sacrifice in area. This necessitates an even more forward lead of the jib for proper trimming. I insist on a free jib leach even to the extent of some flutter rather than even a small hook. Attempts to correct tight leaches with jib fairleading further aft make it impossible to keep the top of the jib from falling off. A tight or hooked leach (observe the lower batten angle) must be recut and usually over several panels. I like a window in my jib. It's safe and relatively inexpensive. I don't believe jib luff tensioning devices are very effective either. While the *idea* of jib luff tension is as important as on mainsails, the mechanical problems of accomplishing it on a flexible wire instead of a stiff mast are very great. Jib luff tension becomes almost automatic if proper boom vang and mainsheet control are observed. I prefer brass jib hanks to cloth snaps at the luff for better wear and ease of dropping the jib.

I like the draft farther aft on a mainsail and a flatter lead-in to the mast to minimize backwinding in the area of the jib. Above the jib the main can be fuller but only in relation to its chord length or excessive drag and heeling develop. I also like fairly tight roping so I have more control of sail shape. A loosely roped sail (especially on the foot) just stays there when inhaled since the material itself has relatively little stretch. Too loose roping on the luff also causes the sail to bulge out of the luff slot at the gooseneck when sheeted or vanged well. A Cunningham hole and adjustable outhaul on the boom are im-

perative and should be used constantly as conditions change. I seldom change luff tension with the halyard since it's much simpler to do with the Cunningham hole and you always are using maximum sail area. A window in the main is a good idea and by locating it properly in relation to where you sit can be used to tell if you can or cannot clear a starboard tack. I don't care for zippers because they clutter a sail and are less significant than a well or poorly trimmed reaching spinnaker. Dead downwind or upwind, they are useless. I do not like hot-knifed leaches but prefer taped or folded seams for strength and shape stability. I like elastic batten pocket bottoms with little tension so as not to bend light battens or wear pocket leach ends.

I am not really concerned about small wrinkles, puckers, crows feet in the corners, etc., if the sail *shape* itself is smooth and the leach does not hook in.

Finally, what Sailmaker? Any reputable one who will build it like you ask or any sailmaker who produces good performing sails *consistently*. It won't do you any good to order sails like the Champions, if you don't trim them like he does or sail like he does. A pincher will die with a baggy sail. You may have to change your technique before you can make a new sail go well. But the more information you can give a sailmaker the better chance you'll have of getting something you can make go well.

TEXAS DISTRICT OPEN TO ALL

Fleet 69, Austin, Texas will host the Texas District Championship on May 8 and 9. Unlike some district championships this one is open to any FSSA member regardless of location.

The Championship will be sailed out of the Austin Yacht Club on Lake Travis. The Club has a new well equipped club house with camping facilities and cabins available on the club grounds. Donald Church, Fleet Captain at 9012 Blue Quail Drive, Austin, Texas 78758, can furnish details.

FLEET 12 EXTENDS INVITATION

Fleet 12, Cleveland, Ohio invites all Scot Fleets to participate in this year's Edgewater Yacht Club Regatta on July 17 and 18.

An added attraction will be air races at Cleveland's nearby Lakefront Airport.

NORTH AMERICAN CHAMPIONSHIP

The 1971 North American Championship will be sailed on Lake St. Clair, Michigan August 16 - 20. Fleet 16 and the Detroit Yacht Club are hosting the annual Championship.

Officials report that plans are progressing and a record entry is expected. Facilities at the Detroit Yacht Club are excellent for handling a large fleet in a most professional manner. The host fleet encourages prospective skippers to make their plans to enter at an early date.

SCHRECK WINS MID-WINTERS

A determined Paul Schreck left no doubt of his ability by winning the Mid-Winters Championship by 12½ points over second place Jesse Borthwick.

The North American Champion and Sailmaker from Lillian, Alabama took the five race series with three firsts and two seconds. This is the second regatta in which Schreck has finished no race worse than second. Fred Meno, who won the Warm-Up Regatta at St. Andrews, finished fourth with 26 points.

The Mid-Winter Championship is an Association sanctioned event sponsored by Fleet 56. It is sailed on the Caloosahatchee River out of the Royal Palm Yacht Club, Fort Myers, Florida. The event was started by the late Jack Cochrane and the permanent trophy is known as the Jack Cochrane Memorial Trophy. John Hanson was Regatta Chairman for the event this year which was sailed as a five race series on March 12, 13 and 14. Twenty-seven boats from seven different states were registered. President Bears Smith was on hand to present prizes to the winners.

Second place was won by representatives from the University of Western Florida sailing team. Jesse Borthwick was skipper and Scots N' Water is informed the University footed the tab for expenses. The crew of three young men won the admiration of the entire fleet. They finished no poorer than fourth in the first four races and were within striking distance of Schreck at that time. They had a bad race on Sunday, finishing ninth, and that placed them 12½ points behind the winner but five and one half points ahead of former North American Champion Jack Laird who finished third. Jack let everyone know he can sail a boat by taking two firsts. He went in the tank, however, with a thirteenth on the last race.

The first race on Friday was sailed over an olympic course in winds of 15 mph. Paul Schreck was the winner with the Western Florida University crew second and John Estes of Austin, Texas third.

Saturday morning found winds about as on Friday and an olympic course was again used. The 1969 North American Champion Jack Laird from Panama City, Florida was first, Schreck was second and Borthwick third.

In the afternoon the wind increased to 25 mph. and the course was shortened to four legs for the third and fourth races. Laird took the third race with Schreck second and Borthwick third. The fourth race, also on Saturday afternoon, found the same three boats over the line first but in a different order. Schreck first, Borthwick second and Laird third.

Sunday dawned a beautiful day, wind 12 to 15 mph. and temperature in the mid 80's. The course was changed to twice around a triangle. Schreck took the lead at the start and won in a walk away. Dirk Lundquist of Pensacola, Florida was second and Idus Darby of Panama City was third.

The Regatta was happy to welcome two entries from the Association's newest fleet - number 90, Miami, Florida. Most boats sailed with a crew of three. All boats among the first five had crews of three. The first five finishers and points were:

1. Paul Schreck, Lillian, Alabama	6½
2. Jesse Borthwick, Pensacola, Florida	19
3. John Laird, Panama City, Florida	24½
4. Fred Meno, Columbus, Ohio	26
5. Idus Darby, Panama City, Florida	31

CLEAR LAKE CHAMP



Robert Moore, Fleet 34 Champion, out for a pleasure sail on Clear Lake, Indiana. This year we expect to see fourteen year old Joe at the tiller while Robert serves as crew. Joe is one of our most promising young sailors. He had one first at the Hoosier Hot Scot Regatta last fall.

MID-WINTER WARM-UP



At the Mid-Winter Warm-up, John Oerting, 1432, of Ft. Walton Beach, Florida appears to be considering what to do about John McRoy of Carbondale, Illinois.

LOFLAND CEASES BUILDING FLYING SCOTS

The Editor of Scots N' Water has been informed by Sandy Douglass that the license agreement between the Gordon Douglass Boat Co. and Lofland Sail-Craft, Inc. has been cancelled. Therefore, Lofland will no longer be a licensed builder of Flying Scots.

MENO TAKES MID-WINTER WARM-UP

Fred Meno of Columbus, Ohio and a member of Fleet 37 was a 1/2 point winner over North American Champion Paul Schreck in the Mid-Winter Warm-up Regatta. The three race series was sponsored by Fleet 75, Panama City, Florida and sailed on St. Andrews Bay on March 5 and 6.

Twenty-five boats from seven different states answered the starting gun for the first race in steady winds of 15 mph. This was the most hotly contested race of the series with the lead being shared by four boats during the first lap of the triangular course. The lead was taken by Paul Schreck, the sailmaker from Alabama, near the end of the first lap and he went on to win the initial race.

The second race was sailed Saturday afternoon on the same course and in winds much the same as the morning. Fred Meno took the lead early in the race and held on to win. Schreck was second. With a first and second, Schreck led Meno by one full point as the fleet retired for the night.

Conditions had been ideal on this first day. The wind was fresh and steady and the temperature in the 60's. The course provided good windward beats and down wind legs.

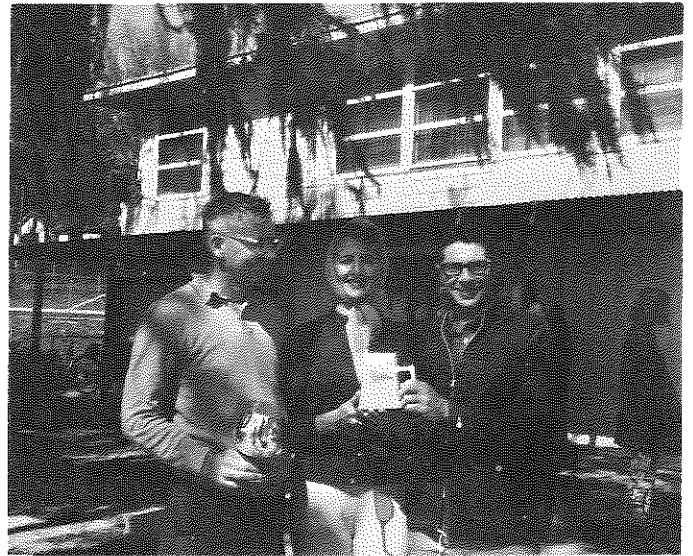
A cold front came through Saturday night and things changed. The temperature went down to 40 degrees — the wind shifted to the northwest and freshened to 20 mph. with gusts to 30 mph. Fred Meno took the lead at the start of the final race and held on. Schreck started poorly but displayed his ability by working up to second place as Schreck and Meno came near the finish on a full plane and spinnakers flying. Meno stood off the challenge and won by one-half boat length.

Thus Fred Meno became the overall winner of this well run regatta. Allen Douglas was Regatta Chairman. The first five finishers and points were:

Fred Meno, Columbus, Ohio	4 1/2
Paul Schreck, Lillian, Alabama	4 3/4
Jesse Borthwick, Pensacola, Florida	10
John Morrow, Panama City, Florida	12
Toni Stitt, Pensacola, Florida	16



The Mid-Winter Warm-up Champions. Fred Meno, the winner in center with second place Paul Schreck on left and Jesse Borthwick, third on the right.



Mid-Winter Warm-up Champion Fred Meno looks approvingly at his crew.

DERRYBERRY WINS AT HOUSTON

Texas District Governor and Southern Regional Champion Jerral Derryberry won the annual Houston Yacht Club Midwinter Regatta on February 13 and 14.

The weather was described as "rugged" but not the disagreeable cold and rain experienced in other years. The first and third races were run in gusting winds of 13 to 20 mph. The second race in shifting winds of 3 to 8 mph.

Derryberry won the Regatta with a first, a second and a third. Don Church of Austin was second overall with one first, one fourth and one third. Dudley South of Lake Charles, Louisiana finished in third place and Fred Tears of Dallas was fourth.

PHOTOGRAPHS WANTED

Scots N' Water again appeals for photographs. The Regatta season is getting underway and good action photographs will help round out our reports. Here is what we would like — black and white — good lighting — reasonably close-up — action — people, if they can be recognized. Please give names and suggest titles. If you do use polaroid its best you send them with no preservative. Many times a good news photographer can be talked into working for a boat ride and a free meal. Scots N' Water will print credits.

1970 ROSTER CORRECTIONS

Copies of the F.S.S.A. Roster as of October 31, 1970 have been mailed to all paid members. In an introductory letter on page 3 of the Roster we asked that you send any corrections to the Corresponding Secretary. Please bear in mind that address changes, boat changes, etc., received since October 31, 1970 have been brought up to date in our records. Our Corresponding Secretary reports that she does not need any more pen pals than she already has, so — if you or your fleet secretary have already sent through corrected information you need not send it in again. You can determine whether we have the correction by checking your address label on this issue of SCOTS N' WATER. Are name and address correct? The first line of your label should show something like this: "FS 1800 F27S-D4G." This means, "Scot No. 1800, Fleet 27, fleet secretary, District 4 (Carolinas), District Governor. If your label is correct then everything is now in order, even though your listing may have been wrong some months ago when the roster was run. BUT if the label on this issue of SCOTS N' WATER indicates we do not have the correct information please complete the change of address form below.

Change Of Address

NEW ADDRESS

Name _____ Boat No. _____

Street _____

City _____

State _____ Zip _____ Fleet No. _____
(if changed)

OLD ADDRESS

Street _____

City _____

State _____ Zip _____ Fleet No. _____

MAIL TO: Mrs. Mary Doolittle
F.S.S.A. Corresponding Secretary
531 Jenks Boulevard
Kalamazoo, Michigan 49007

FSSA ANNUAL DUES
PAYABLE IN JANUARY EACH YEAR

ALL F/S FLEET MEMBERS' FSSA DUES
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Member; member of immediate fami-
ly of an Active Member; part-owner
or member of his immediate family,
provided one part-owner is an Active
Member; or designated club member).
SUSTAINING MEMBER..... 5.00
(All other non-owners of F/S)

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

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Toledo, Ohio 43607

Challenger Yachts Limited
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Ranger Boat Company
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Kent, Washington 90831

MIDWESTERN DISTRICT

Governor: DONALD J. SHOEMAKER
2706 Kent Drive
Carbondale, Illinois 62901
618-457-6006

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

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Governor: HILLIS ESKRIDGE
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Tulsa, Oklahoma 74103
918-587-0145

39-PORT GROVE, OKLA.-Grand Lake of the Cherokees
50-OKLAHOMA CITY, OKLA.-Lake Hefner
55-WICHITA, KANSAS-Cheney Reservoir (s)
59-TULSA, OKLA.-Keystone Lake
89-TOPEKA, KANSAS-Lake Perry

TEXAS DISTRICT

Governor: JERRAL W. DERRYBERRY
6140 Grape Road
Houston, Texas 77036
713-771-5555

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

PACIFIC DISTRICT

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

40-INVERNESS, CALIFORNIA-Tomales Bay
-(s) Charter Suspended

FLYING SCOT SAILING ASSOCIATION

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

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

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Westerville, Ohio 43081
614-882-6180

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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-CHAUTAQUA, NEW YORK-Chautauqua Lake
37-WESTERVILLE, OHIO-Hoover Reservoir
53-CAYUGA, NEW YORK-Cayuga Lake
65-DELLROY, OHIO-Atwood Lake

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904-785-7500

38-MOBILE, ALABAMA-Mobile Bay
45-JACKSON, MISS.-Ross Barnett Reservoir
56-FORT MYERS, FLORIDA-Calooosahatchee River
75-PANAMA CITY, FLORIDA-St. Andrews Bay
79-GULFPORT, MISS.-GYC-Mississippi Sound
85-MONTGOMERY, ALABAMA-Lake Martin
87-PENSACOLA, FLORIDA-Pensacola Bay
90-MIAMI, FLORIDA-Biscayne Bay

NORTHEAST DISTRICT

Governor: RICHARD HOSMER
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Sharon, Massachusetts 02067
617-784-2176

5-BURLINGTON, VERMONT-Mallet's Bay
11-ROCKPORT, MASS.-Sandy Bay
36-MONTREAL, QUEBEC, CANADA-Lake St. Louis
57-HARWICH PORT, MASS.-Nantucket Sound
58-WOLLASTON, MASS.-Boston Harbor
61-NORTH FALMOUTH, MASS.-Buzzards Bay (s)
76-SHARON, MASS.-Lake Massapoag
77-MENAUHANT, MASS.-Vineyard Sound

GREATER NEW YORK DISTRICT

Governor: CHARLES S. ROWE
67 South Park Avenue
Old Greenwich, Connecticut 06870
203-637-1380

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

CAPITOL DISTRICT

Governor: EDWARD G. SHARP
1909 Windsor Road
Alexandria, Virginia 22307
703-768-7776

6-OAKLAND, MARYLAND-Deep Creek Lake
42-WASHINGTON, D.C.-Potomac River
63-HAVRE DE GRACE, MD.-Susquehanna River
80-PITTSBURGH, PENNA.-Lake Arthur
81-WRIGHTSVILLE, PENNA.-Lake Clarke
82-PRINCE GALLITZIN STATE PARK, PA.-Lake Glendale
86-BALTIMORE, MARYLAND-Magothy River

CAROLINAS DISTRICT

Governor: WILLIAM A. MYATT
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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