

SCOTS

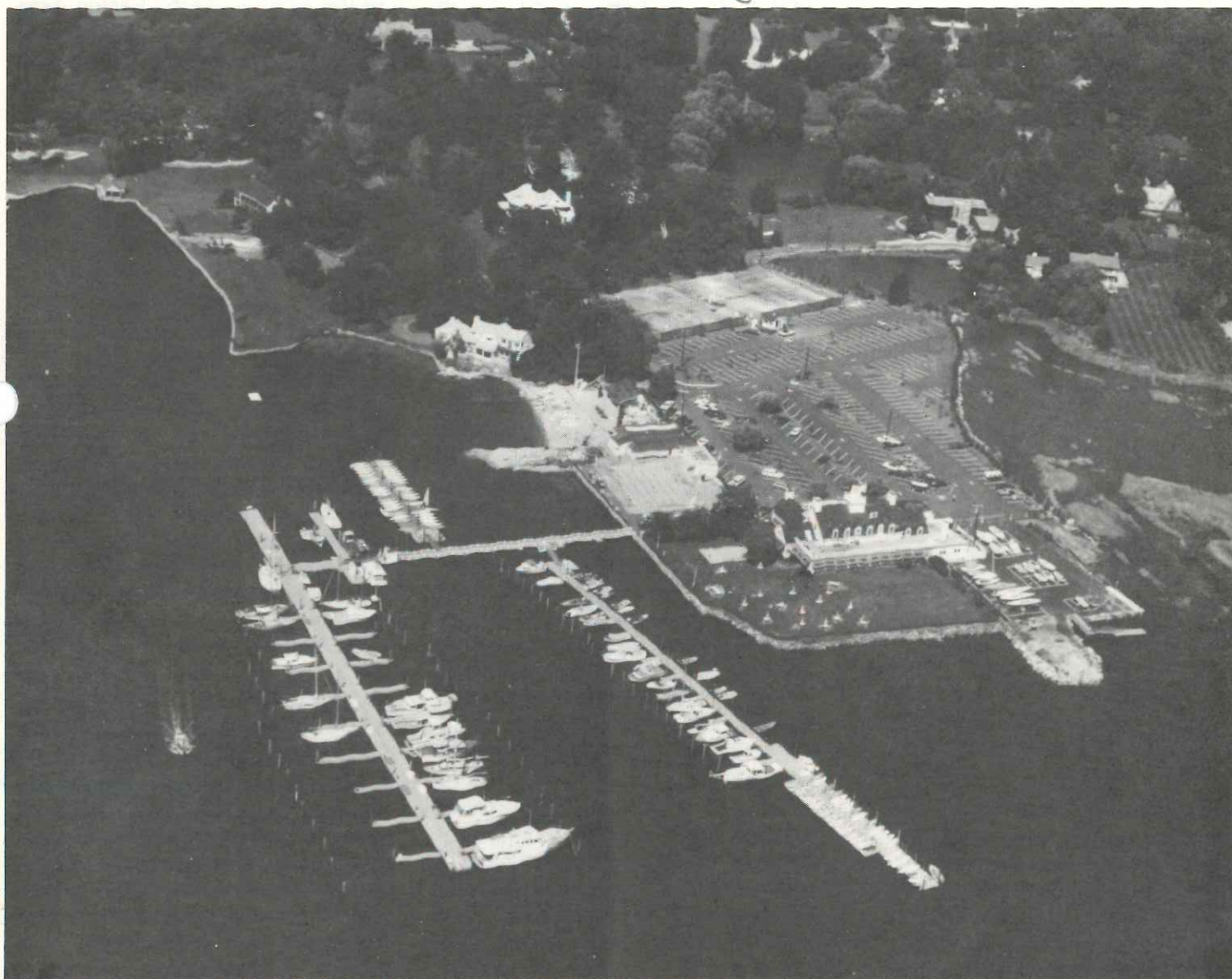
n' water



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VOLUME XV, NUMBER 5

May, 1973



NAC Site

Riverside, Conn., Yacht Club will be the site for the 1973 Flying Scot North American Championships with registration and measurement starting Aug. 18 and the first race Aug. 21. Riverside, host

for the 1962 and 1968 nationals, is about 30 miles northeast of New York City. Racing will be on Long Island Sound. Pre-registration has already started, and the NAC will be limited to 80 boats with a maximum of 65 boats from fleets other than the home fleet.

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Secretary Sez

A report from FSSA's Hal Marcus

We just about have everything on an "even keel" here at your association's new office in Pensacola, Fla., and I thought I'd take a breather and say "hello" to all of you. We are having a wonderful time working with FSSA and appreciate all the help that you have been giving us. When I say "us", I'm referring to my wonderful wife, Pat, who has been doing the lion's share of getting all of the files and records in order.

For your information, we have taken the records off of the computer and presently have an excellent system set up with everything "in house." You have probably noticed that your mailing label for this issue is different than the past. On the top line, your boat number is shown along with your district, which is abbreviated, and your fleet. If any of the information shown is incorrect, please let us know.

If there is an asterisk (*) on the top line of your address label, this indicates that we have not received your 1973 annual FSSA dues as of April 25. Please check your records, and if this is correct, we would certainly appreciate your check as soon as possible.

Also, if you know that you are changing your address, please fill out one of the cards at the Post Office as soon as possible, so that we can change our records and you will not miss any issues of SCOTS N' WATER.

We were asked by Ronald Lindsay, a new member from Yalesville, Connecticut what the symbol under the "F S" in our official logog stands for. I have asked three "old hands" for an answer and have received three different explanations. Who can set us straight on this?

Another new member, John Flocks of Vail, Colo., wants to know

what is the most preferred auxiliary for Flying Scots. He asks "Will a 1 or 2 h.p. engine push the Scot or is more really needed?". Again, we would certainly like to hear your opinions on this. John mentions that he sails on Lake Dillon, which is located 8000 feet above sea level and the wind can change radically in a matter of minutes.

Wesley Leitch, secretary of the South Atlantic Yacht Racing Association writes that the Flying Scot is included in the "SAYRA Recognized Class" amongst a limited number of classes and the Flying Scot is in jeopardy of losing its status due to non-participation. If a class does not compete two years in a row, it is dropped from SAYRA's class list, and another class substituted. Therefore, Flying Scot must compete this year to maintain her status. We have asked Mr. Leitch for more information on their championship series for this year, and will pass it on to you when it's received.

John A. Weber, publisher of SAILORS' GAZETTE, a wonderful publication covering six south-eastern states, states "News flow from Flying Scot sources has, in the past, been irregular. We'll be happy to give your class a boost, but we must first know what's going on."

This is great and what we want to hear. Also, what we want to hear is what is going on with you, your Scots, fleets, clubs, etc. Please don't hesitate to send your news into SCOTS N' WATER and the other yachting publications.

Lake of the Woods International Sailing Association is holding their annual regatta in Canada August 5-11. We sent all of the Fleet Secretaries in Minnesota flyers on this, and if you need more information, we'll be glad to send you one. See you next month,

Hal

Weight, cost are main drawbacks to additional flotation for Scots

By GORDON DOUGLASS

In my article for the April issue of SCOTS 'N WATER I described self-rescue procedures in the case of a capsize, emphasizing the fact that prompt action is most important and that in most cases the Flying Scot can be righted and sailed away without filling, without even taking in a drop of water. This is self-rescue at its best. There are times, however, when events seem to conspire and the boat does turn over and fill. This article, written at the request of Pres. Ted Glass, is to discuss the use of additional flotation to make self-rescue possible or at least to facilitate rescue.

In the small-boat field there are many boats of different types, boats with greatly varying capabilities for rescue after a capsize. At one extreme, the small keel boat without tanks will sink to the bottom. The wooden unballasted centerboarder will float with deck awash.

Some centerboarders, the Flying Scot included, are equipped with wide side decks to prevent filling and under normal circumstances such boats can be righted without taking in water. The fiberglass boat of today, lacking the inherent buoyancy of the wooden boat, must be equipped with sufficient buoyancy to keep it afloat if full of water; and some of the more extreme racing boats devote enough of their interior space to buoyancy tanks as to be able to empty themselves under sail. At the other extreme is the board boat which, completely decked, cannot fill.

Where does the Flying Scot fit into these categories? She is of the wide-deck type which can be capsize without filling, can be righted and sailed away. If for any reason she does fill, she presents a problem



because, while she has plenty of flotation provided by her foam, she nevertheless floats so low in the water as to be beyond rescue by her crew. The proposition, then, is to provide enough additional flotation, low down, to lift her high enough for the top of the centerboard trunk to rise above the surface.

Calculations indicate that to achieve this result we would need an additional 900 pounds of buoyancy low down, and this should be installed in the bilges and the bow, with approximately a third of it in the bow; or it could be divided between the bow and the stern. There are a number of ways to achieve this such as, for example, bulkheading the seats to create large side tanks; or moulding blocks of foam to fit into the bow and stern and/or under the seats; or building tanks as integral parts of the hull in bow and stern.

Regardless of how it is done, two drawbacks seem unavoidable, weight and cost. Each method we investigated for adding the necessary buoyancy, foam or tanks, involves the addition of at least 50 to 75 pounds in weight and an additional cost of \$75 or more, as well as the loss of desirable stowing space.

To check my findings I asked Vince DiMaio of Customflex to look into the matter independently in the hope that he

might come up with a different solution. When we met to discuss the matter we found that we had reached the same conclusions.

We realized, too, that the Flying Scot would face the problem not only of providing the extra buoyancy for new boats, but also of adding it to more than two thousand existing boats if we are not to end up with two classes of Scots, the old and the new, the light and the heavy, with a 50- to 75-pound weight difference. And there seems to be no feasible way to install the added flotation in all of the existing boats scattered over the country.

The Flying Scot has plenty of buoyancy for safety. She will float and support her crew. The need for additional flotation is confined to only a few of our fleets, those sailing on open water such as the Great Lakes and the Atlantic Ocean. On inland waters rescue has not been a problem.

The obvious answer, then, is for those fleets which consider added flotation to be desirable to add their own in the form of securely fastened but removable air bags. Such equipment providing the needed reserve for their local conditions would be removable for competition against other boats in major regattas where it would not be needed.

For example, a large truck inner tube giving over 300 pounds of buoyancy could be securely lashed to the stem block and trunk under the bow deck; and buoyancy bags of proper size, either one large one or two small ones, securely fastened under each seat, would provide the additional 600 pounds of flotation needed to drain water down to the

(Please see DOUGLAS, Page 5)

Three views: how much hardware do you want on your racing Scot?

By RICHARD ELAM

Your editor collects opinions about hardware. I gather my information from experts such as Fred Tears, Sandy Douglass, and my son, Kelson. Those experts represent arguments from simplicity to complicated and in-between.

Fred chooses hardware as if he were a Saudi Arabian sheik. Tears attaches nearly everything advertised in the hardware catalog. Sandy, as you probably know, could lecture his Highlander ancestors on thrift. Douglass favors the minimum hardware for a Scot. Kelson floats in-between. My son wants hardware to make his crew life easier, but prefers that I pay for the hardware.

After a recent collection of these expert opinions, your editor can now report a shifting of hardware preferences toward Douglass' simplicity. The shift toward less hardware comes at a time when Douglass may be harboring small doubts.

First, let's identify areas of agreement among my experts.

1. **RATCHET BLOCKS** — Douglass replaced ratchet winches with ratchet blocks about three years ago. Sandy nailed the ratchet blocks where the deck ratchet winches had been located. Tears was already using ratchet blocks, but attached directly to the jib track — using a rather lengthy shackle. Kelson convinced me we needed the fast action and holding ability of a ratchet block on the jib track. So, at the last nationals, we joined a growing number of Scot sailors who use ratchet blocks on the jib track. And the chief measurer, Don Hott, personally approved all the new rigs.

2. **SPINNAKER HALYARD EYE** — Tears now readily agrees that "Sandy has something" when he pulls the spinnaker halyard



DO-IT-YOURSELF SKIPPER — Cunningham and boom vang controls lead aft on John Aras' Scot (photographed at the Panama City Mid-Winters). At the back of John's cockpit, the skipper controls luff and vang adjustment. Lines are led through a block in the floor of the cockpit and then

through pad eye near the top of the mast. A proper amount of friction helps when lowering the chute, and there is little problem hoisting. Kelson agrees. During the M-20 spring nationals (in a borrowed boat we finished about where we did at the Scot mid-winters), Kelson tired of standing on the spinnaker halyard led aft to the skipper. My crew usually managed to stomp the halyard while lowering the spinnaker.

3. **NO CLEATS FOR THE MAIL SHEET** — Tears, Elam and a few other main sheet jamb cleat users now agree. 'Tis better to play the main, even beating to windward. Sandy handles the main sheet best from the end of the boom. But

up to clam cleats. Adjustments may be made on either tack while sitting out. Not shown is the centerboard pennant which also runs aft on John's centerboard trunk. Putting these controls in the skipper's hands frees the crew to set the jib, raise the spinnaker and make suggestions.

some main sheet jambs may persist, rationalized by convenience, habit or personal horoscopes.

4. **BRASS EYE GOOD ENOUGH FOR SPINNAKER SHEET LEADS** — The brass eye through which Sandy leads his spinnaker sheets may be a) sufficient, b) provide needed friction when she blows, and c) set enough forward to meet "modern" concepts of spinnaker sheeting.

5. **YOU CAN WIN WITH STOCK HARDWARE** — Kelson crewed in the Sears semi-finals last summer at Bay Waveland, Mississippi. He reported the Scots loaned for the series had stock hardware. Then we went to Panama City and watched two of those club boats finish first

How much hardware is best?

and second in the Mid-Winters. The only addition to the factory hardware are two clam cleats on the aft deck used to handle the spinnaker sheets. The only excuse for a bunch of old men is the young men from Mississippi were using new sails.

After handling the mainsheet traveler, backstay, jib tension downhaul, two bilge boards, two sets of jib track (one outside for reaching), double-blocked jibs, and a few other gadgets found on the M-20, you appreciate the simplicity of a Scot's hardware. The reason for all the hardware was to change the set of your sails while underway. Scot skippers have that ability, also. Outhaul adjustments underway, a halyard winch strong enough to adjust jib or main while sailing (better than a Cunningham, says Sandy), and a boom vang give the skipper tools for tuning. Some Scot skippers are leading lines aft (see photo), which may create as many problems as solutions.

Now, about Sandy's doubt. While waiting out a rain between races, Sandy reflected upon the consternation caused by Scot skippers who introduce new hardware gadgets. Perhaps, mused Sandy, just perhaps the real advantage comes from worrying the competition. The impoverished skipper worries about hardware instead of wind shifts or boat balance. The hardware attacker "psyches out" his competition. (I later asked Tears about Sandy's observation. Fred smiled knowingly.)

Then the Scotchman's eyes twinkled. A merry doubt crinkled Sandy's brow.

"Or perhaps I sail with minimum hardware mainly to arouse the worries of my over-hardwared opponents," observed Gordon Douglass.



THE CREW of the Flying Scot tries some hiking to improve boat speed. The action came during the first elimination race during the Flying Scot Mid-Winters at

Panama City. As the week progressed, tired crews — coming back from a restful winter — became noticeably less ambitious.

Douglass discusses flotation

(Continued from Page 3)

top of the centerboard trunk, after which the boat could be emptied by bailing with buckets.

We also propose for discussion an amendment to the specifications to permit the use of a transom port, such as are used by some other classes, to facilitate the emptying of the boat under tow. As it is the stern deck entraps a considerable volume of water which would

escape in short order through a port of approximately 16 square inches in size. Such a port normally would be closed by a watertight flapdoor. Located well above the waterline it would not be subject to leaking, and would not be of use as a bailer.

We believe that with these modifications the Flying Scot would be much more easily rescued, and we plan to make some tests as soon as the weather permits it.

The Fleet's In

What's happening in your fleet — a regatta coming up, new officers, results of a recent regatta or just an interesting tidbit or two? How about sharing it with the rest of the Flying Scot gang? Just pass it along to SCOTS n' WATER, 2205 Newfield Lane, Austin, Tex. 78703, and we'll include it with the rest of the news as soon as The Fleet's In.

12—'Great Scot' championship set

Edgewater Yacht Club, home of Fleet 12, will host the first annual Great Lakes Flying Scot Championship, the "Great Scot," in conjunction with the Edgewater Regatta, Saturday and Sunday, July 14 and 15.

The yacht club is located at 6700 Memorial Shoreway NW, Cleveland, Ohio.

Three races are scheduled: two on Saturday, one on Sunday morning. The first race Saturday will start at 11 a.m. (This is EYC's answer to the popular Bagatelle Races for Thistles held annually at another club in the area.)

With the exception of the Ohio District Championship to be held at Port Clinton on Lake Erie a week later, this will be the only major Scot regatta on open water in the Midwest. It will be a good opportunity for inland water sailors to tune up to Lake Erie in preparation for the Ohio Districts, and is open to all members of the Flying Scot Sailing Association.

Regatta chairman is Robert F. Sangdahl, 6390 Carriage Hill Drive, Brecksville, Ohio, 44141. Telephone 216-526-5999.

Dan Brubeck, Fleet secretary, 18500 Edgewood Dr., Rocky River, Ohio 44116, can also be contacted for further information. His telephone is 216-523-5287.

—R. F. Sangdahl

19—June regatta at Berlin Lake

Fleet 19 of Berlin Yacht Club, North Benton, Ohio, will hold a regatta June 9-10 at Berlin Lake. Contact Bill Kobel, 118 Skyline Dr., Canfield, Ohio, for information.

41—Calling all junior sailors

Sunfish and Flying Scots will be used in Fleet 41's Junior Sailing Program the four Saturdays in June on Crystal Lake, Crystal, Mich. Registrants must pass the swimming test which includes a 50-yard swim and 10-minute float or bring a letter from gym or swimming instructor certifying this ability.

The executive committee is planning some help for

senior sailors, too. Just so the juniors won't outdistance them, there'll be three weekends of Adult Sailing School, starting with a weekend with Vince DeMaio.

—Elmer and Marie Manson

111—Weathers captain of new fleet

Another fleet has been added to the growing list in the Flying Scot Sailing Association. Fleet 111 of Marietta, Ga. recently received its charter. Organizers were Beman F. Weathers, Laurence Hanson and Chick Lanphier. Weathers has been named fleet captain.

Midwest Districts on Lake Michigan

Midwest District Regatta will be July 14-15 at Wilmette Harbor, Wilmette, Ill. Fleet 3 of Sheridan Shore Yacht Club will be host. Racing takes place on Lake Michigan.

—Jack Beierwaltes

Ohio District Championship July 21-22

Plans are well underway for the Ohio District Championship at Port Clinton Yacht Club on Lake Erie July 21 and 22. The program will be handled by Fleet 37, which usually sails on Hoover Reservoir.

The fine camping, clubhouse and pool facilities at PCYC, along with an excellent race committee chaired by Fred Ford of Fleet 37, promises to make this year's event exceptional.

Mark your calendar and plan to bring the entire family. Write Jack Seifrick, 643 Timberlake Dr., Westerville, Ohio 43081, for details and advance registration.

—Jack Seifrick

Spray Beach to be site of NE Regional

The 1973 Northeast Regional Championship will be June 22-24 at Spray Beach Yacht Club, Spray Beach, N.J. The Yacht Club is on Long Beach Island, an 18-mile long, three-block wide strip of sand north of Atlantic City and six miles at sea. The Atlantic Ocean is to the east of the island and Little Egg Harbor Bay to the west.

For further information contact Clynes or George Cripps, Fleet 22 captain, R. D. 5, West Chester, Pa. 19308. Telephone: 215-793-1959.

—Richard W. Clynes



TIGHT SPOTS typified the racing at the Mid-Winters in Panama City as 1969 NAC winner and 1970 runnerup Jack Laird of the host fleet

squeezes by on left. This came during the first race of the championship series.

Planning the key for well-run regatta

PRE-REGISTRATION

Northeast Regional Championship

Spray Beach Yacht Club, Spray Beach, N.J. — June 22-24, 1973

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River Edge, N.J. 07661

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If participation will be sent to you on receipt of this form.

Regattas enhance Flying Scot competition, but the skipper who volunteers to organize the regatta may conclude he staged a "regretta" before the last gun.

To help volunteers (few regatta chairmen are paid), we offer tips gathered from Scot members. Your helpful hints on staging regattas would also be welcomed.

Advance information on how many boats will compete is vital. To find out who is coming, include a registration coupon in your letter of invitation. Some fleets offer an incentive for skippers to reply, such as a reduction in entry fees, a gift with the skipper's sail numbers if received in time, or guarantee of a reserved spot at the dock.

Use the returned registration blank to prepare name cards, racing instruction pamphlets, even to label the score card. This advance work frees your regatta staff for last-minute registration duties.

Tailor your advance registration coupon to your needs. Here is an example of a registration request used for the Northeast Regional Championship at Spray Beach, N.J., Yacht Club. Not only is this a sample, but Richard Clynes says clip, send, and come.

Racing doubles the fun

Here are some tips for the new skipper

Do you have to race to enjoy sailing your Flying Scot?

No, but why not get into the racing end of the sport? You don't have to be district champion or fleet champion to have fun racing.

Fleet captain Harold Schultz of Fleet 95, Minneapolis, had some good suggestions in a recent fleet newsletter for new Scot sailors who are reluctant to take up racing. Fleet 95 was chartered last year and sails on Lake Minnetonka. Judging from the newsletter, it's a growing and active Scot fleet.

Here are Schultz' comments on taking up racing:

"Many new sailors have expressed a reluctance to race, feeling perhaps that a great deal of experience is necessary in order to do well out on the course. I would like to share some thoughts of mine regarding this feeling.

"I, and I believe most people who race, go out on the course to try on that particular day to 'Put it all together,' i.e. to sail the boat under the conditions encountered that day, the best that we know how. I do not generally sail with the idea to beat someone. In fact, on the few occasions when I have sailed with the idea of beating a particular individual, I have experienced disaster.

"Sailing a Scot is relatively easy. Sailing a Scot well under many varied conditions is something else again. Sailing is an art, and I did not learn this until I started racing. Only by racing and particularly level boat (class boat) racing was I able to begin to understand the many variations that go into sailing the boat well. How did I learn? (1) By watching boats exactly like mine sail consistently faster (not a very pleasant experience, but the beginning of knowledge). (2) By imitation. (3) By asking questions. (4) Coupling the experience with sailing theory. (5) Practice . . . without the other boats out there trying their best, it becomes questionable, at least to me, that one can be challenged or afforded the opportunity to learn how to sail well. Further, by learning in association with your friends who are all trying to attain the same goal, you mutually share in each others enjoyment . . . and it is the attainment of this knowledge that gives me my greatest enjoyment.

"Regarding the racing rules, you only need to know two. These are: 1) Starboard tack has the right of way; and 2) If in doubt, stay away from the other boat(s). (Not an official rule, but the basis for all.)

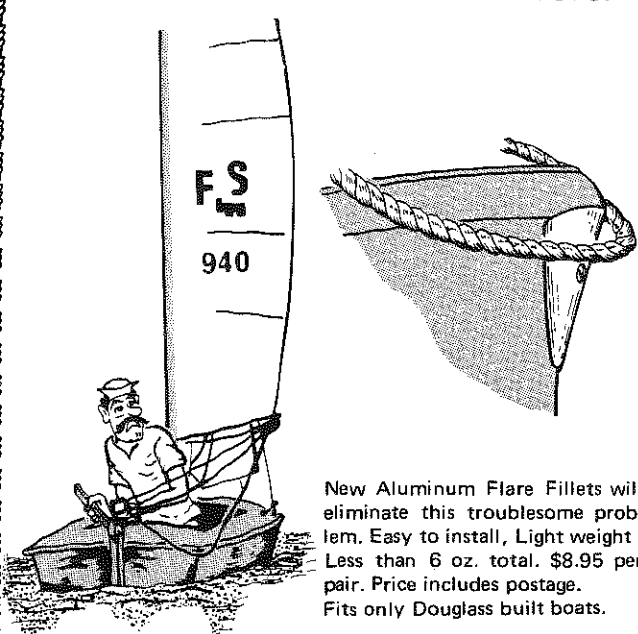
"You will learn the others as you experience 'doubt' for a given experience that occurred. I have never

participated in a race where I or any of the other participants lost because of race violations, other than the two mentioned above.

"Last year was the first year of racing for many of us. In the beginning of the season the boats at the finish were spread out all over the lake, with perhaps as much as 15 minutes between the first and last-place boat. By the end of the season, all of the boats were very close. In one race particularly that I remember, the first four boats crossed the line within 30 seconds of each other, and this after approximately an hour and forty-five minutes on the course.

"The point that I trust that I have made is this: The sooner you start to race the sooner you will begin to gain and understand the knowledge of how to sail your boat well. It is in the attainment of this knowledge that you will receive a great deal of enjoyment."

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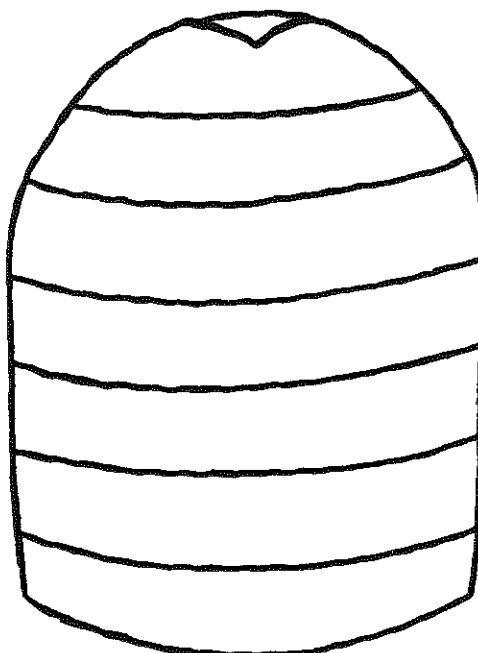
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Regatta schedule

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- May 18-19 Texas District Championship
Austin, Tex.
- May 19-20 Buckeye Regatta
Westerville, Ohio
- May 25-27 Southern Yacht Club Invitational
One-Design Regatta
New Orleans, La.
- May 27-28 Clear Lake Yacht Club Memorial
Weekend Open Regatta
Ray, Ind.
- May 26-28 Memorial Day Invitational Regatta
Wollaston, Mass.
- June 2-3 Carolinas District Championship
Morehead City, N.C.
- June 9-10 Berlin Yacht Club Regatta
North Benton, Ohio
- June 22-24 Northeast Championship Regatta
Spray Beach, N.J.

- June 30- Governor's Cup
July 1 Austin, Tex.
- July 14-15 Edgewater Yacht Club Regatta
Cleveland, Ohio
- July 14-15 Port Arthur Regatta
Port Arthur, Tex.
- July 14-15 Midwest District Regatta
Wilmette, Ill.
- July 21-22 Northeast District Championship
Wollaston, Mass.
- July 21-22 Ohio District Championship
Port Clinton Yacht Club
- July 27-29 Greater New York District
Championship
Moriches Bay, N.Y.
- Aug. 21-24 FSSA North American Championship
Riverside, Conn.
- Sept. 29-30 White Rock Regatta
Dallas, Tex.
- Nov. 3-4 Wursthfest Regatta
San Marcos, Tex.



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(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 to Joe Harper, SCOTS n' WATER, 2205 Newfield Lane, Austin, Tx. 78703.)

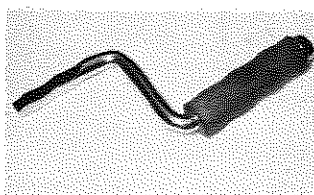
- FS 131—Main, jib and trailer — 3 hp outboard motor and bracket — Cockpit cover and dinghy. Price: \$1,895.
Thomas E. Myers, 155 E. Main St., Westfield, NY 14787 (60 miles west of Buffalo, one mile from Exit 60 on NY State Thruway). Telephone: 716-326-3669.
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- FS 2174—Douglass-built — White hull — Powder blue deck — Boston main and jib — Rigged for spinnaker — Cover — Little Dude trailer — Delivered new July 1972 — Fast boat — Won Fleet 95 Invitational Regatta (1972). Price \$3,100.
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(FOR FULL EXPLANATION SEE ART. IX OF CONSTITUTION.)

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312-272-6187

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- 3-WILMETTE, ILLINOIS-Lake Michigan
- 9-STURGIS, MICHIGAN-Klinger Lake
- 25-MILWAUKEE, WISCONSIN-Lake Michigan
- 29-MUNCIE, INDIANA-Prairie Creek Reservoir
- 30-CARBONDALE, ILLINOIS-Crab Orchard Lake
- 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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- 107-NEENAH, WISCONSIN-Lake Winnebago
- 110-NORCHESTER, MINNESOTA-Lake Pepin

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Joplin, Missouri 64801
417-624-9089

- 39-PORT GROVE, OKLA.-Grand Lake of the Cherokees
- 50-OKLAHOMA CITY, OKLA.-Lake Hefner
- 59-TULSA, OKLA.-Keystone Lake
- 89-TOPEKA, KANSAS-Lake Perry
- 93-LAWTON, OKLA.-Fort Sill, Lake Lawtonka
- 106-NORTH PLATTE, NEBRASKA-Lake Maloney

TEXAS DISTRICT

Governor: DONALD S. CHURCH
9012 Blue Quail Drive
Austin, Texas 78758
512-836-2836

- 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
1255 Hamilton Avenue
Palo Alto, California 94301
415-321-4497

- 40-INVERNESS, CALIFORNIA-Tornales Bay
- 100-SEATTLE, WASHINGTON, Lake Washington
- (s)-Charter Suspended

FLYING SCOT SAILING ASSOCIATION

DISTRICTS



FLEETS

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Governor: JAMES R. SMITH
229 Lothrop Road
Grosse Pointe Farms, Mich. 48236
313-885-2352

- 8-DETROIT, MICH.-EDISON BC-Lake St. Clair
- 15-KALAMAZOO, MICHIGAN-Gull Lake
- 16-DETROIT, MICHIGAN-DETROIT YC-Lake St. Clair
- 17-GROSSE POINT SHORES, MICH.-G.P.T. 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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Governor: JACK SEIFRICK
643 Timberlake Drive
Westerville, Ohio 43081
614-882-6739

- 1-WILMINGTON, OHIO-Cowan Lake
- 4-MANSFIELD, OHIO-Clear Fork Lake
- 12-CLEVELAND, OHIO-EDGEWATER YC-Lake Erie
- 14-SPRINGFIELD, OHIO-Kiser Lake
- 19-CANFIELD, OHIO-Berlin Lake
- 26-TOLEDO, OHIO-Maumee River
- 35-CHAUTAUQUA, NEW YORK-Chautauqua Lake
- 37-WESTERVILLE, OHIO-Hoover Reservoir
- 43-SYRACUSE, NEW YORK-Skanateles Lake
- 53-CAYUGA, NEW YORK-Cayuga Lake
- 65-DELLROY, OHIO-Atwood Lake
- 101-AKRON, OHIO-Turkey Foot Lake
- 109-COOPERTOWN, NEW YORK-Otsego Lake

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Governor: JOHN B. MORROW
319 Bunkers Cove Road
Panama City, Florida 32401
904-763-1157

- 38-MOBILE, ALABAMA-Mobile Bay
- 45-JACKSON, MISS.-Ros Barnett Reservoir
- 56-FORT MYERS, FLORIDA-Caloesahatchee River
- 75-PANAMA CITY, FLORIDA-St. Andrew Bay
- 79-GULFPORT, MISS.-GYC-Mississippi Sound
- 85-MONTGOMERY, ALABAMA-Lake Martin
- 87-PENSACOLA, FLORIDA-Pensacola Bay
- 90-MIAMI, FLORIDA-Biscayne Bay
- 91-ALEXANDRIA, LOUISIANA-Lake Coteau and St. John
- 92-PASCAGOULA, MISSISSIPPI-Mississippi Sound
- 96-NEW ORLEANS, LOUISIANA SYC-Lake Pontchartrain
- 98-BAY ST. LOUIS, MISSISSIPPI-Bay St. Louis
- 99-NEW ORLEANS, LOUISIANA NOYC-Lake Pontchartrain
- 102-FAIRHOPE, ALABAMA F.Y.C.-Mobile Bay

NORTHEAST DISTRICT

Governor: CLARENCE A. ROSE
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Bedford, Massachusetts 01730
617-275-7463

- 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
- 76-SHARON, MASS.-Lake Massapoag
- 77-MENAHANT, MASS.-Vineyard Sound
- 105-COHASET, MASSACHUSETTS-Cohasset Harbor

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144 Raymond Street
Rockville Center, New York 11570
516-536-6905

- 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
- 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
- 94-LAKE HIAWATHA, NEW JERSEY-Western L.I. Sound
- 104-OLD FORGE, NEW YORK-Fourth Lake

CAPITOL DISTRICT

Governor: ROBERT E. DAVIS
6 Majestic Court
Wilmington, Delaware 19810
302-475-4242

- 6-OAKLAND, MARYLAND-Deep Creek Lake
- 42-WASHINGTON, D.C.-Potomac River
- 63-HAYE 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
- 97-BETHESDA, MARYLAND-Chesapeake Bay
- 103-YORKTOWN, VIRGINIA-York River at Chesapeake Bay

CAROLINAS DISTRICT

Governor: WILLIAM V. SINGLETARY
32 Beverly Drive
Durham, North Carolina 27707
919-489-1528

- 27-HENDERSON, N.C.-Kerr Lake Reservoir
- 48-CHARLOTTE, N.C.-Lake Norman
- 71-ROANOKE, VIRGINIA-Smith Mountain Lake
- 98-MOREHEAD CITY, N.C.-Bogue Sound
- 108-SOUTHMONT, N.C.-High Rock Lake