

SCOTS

n' water



VOLUME XIII NUMBER 3

MARCH 1971

YOUR DUES...AND YOUR SCOTS N' WATER

We value our SCOTS N' WATER audience, but 1971 dues were payable in January and this will be the last issue you will receive if your dues are not paid before the mailing date for the April issue. Pay them to your local fleet secretary (if not a fleet member, mail them to the FSSA Corresponding Secretary). See dues schedule on back cover of this issue.

The Governing Board at Work during Mid-Winter Meeting



*Corresponding Secretary, Mary Doolittle,
reports membership increase to President Bears Smith*



*Secretary Paul Bruckmann listens
to report of Measurement Committee*

FLYING SCOT
SAILING ASSOCIATION

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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
preceding issue
Advertising rates upon request
Subscription \$4.00 per year.
Postmaster: Please send form
3579 to FSSA, 531 Jenks Blvd.,
Kalamazoo, Michigan 49007.
Application for Second Class
Mailing Permit pending at
Fremont, Indiana.

GOVERNING BOARD MEETS

Twelve members of the Governing Board attended a meeting of the Board held at the Biltmore Hotel in New York City on January 28. The Corresponding Secretary, Mary Doolittle, also was in attendance. Following is a digest of the official minutes of the meeting:

COMMITTEE APPOINTMENTS

Committee appointments were approved as follows:

Executive Committee

Bearns Smith, Chairman
Ernest L. Godshalk
Gordon K. Douglass
Robert A. Cowles
Robert F. Vance

Measurement Committee

Donald C. Hott, Chairman
John A. Beierwaltes
Vincent DiMaio
Gordon K. Douglass
Edward Kirkham
James R. Smith

Budget Committee

Bearns Smith, Chairman
Robert F. Vance

Publicity Committee

Robert B. Hanna

Auditing Committee

J. Fred Weintz, Jr.

TREASURER'S REPORT

Subject to audit, the Treasurer's Report was approved. Although the report indicated a small deficit for the year, it was pointed out that certain sizeable equipment expenditures were charged directly to expenses. When the audit is completed the Report will be published in Scots N' Water.

CHIEF MEASURER'S REPORT

Two interpretations by the Chief Measurer and his committee were introduced and approved:

1. Under the provisions of FSSA Constitution, Article X, Section 1 (f), the Chief Measurer interprets Article S-III, Section 5 (d),
"Jib sheets must be lead from blocks or fairleads on...deck track
located...on the molded cockpit coaming".
as requiring the block or fairlead to be on the deck track, and any block or fairlead which is offset in any manner or by any means away from the deck track in order to alter the angle of the jib to the centerline of the boat will be considered as a violation of this specification.
2. Under the provisions of FSSA Constitution, Article X, Section 1 (f), the Chief Measurer interprets Article S-I and S-III, Section 1, and that part of the Official Plan showing the mast (as reproduced in 1970-71 Handbook, page 53), as forbidding the extending of the Spinnaker Halyard Fairleader (Part No. 13) further forward of the leading edge of the mast than as shown on the Official Plan.

The following subjects were discussed but no official action taken:

Bailers
Measurement procedure by Districts
Eligibility requirements for District Championships, i.e.
Should members of a particular District be permitted
to participate in a championship held by a different district.

CORRESPONDING SECRETARY'S REPORT

Efforts to increase membership in the Association resulted in an increase of 287 members (all classes) in the year ended October 31, 1970. From there until the end of 1970 an additional 61 members were added to the rolls. Membership as of December 31, 1970 is:

Active	1,052
Associate	227
Sustaining	47
Total	1,326

The Board instructed the Corresponding Secretary to process no "summer address" changes. It was the Board's feeling that individual members should make their own arrangements for receiving Scots N' Water during the summer months if they have an address different from the one listed with the Association. It was pointed out that an additional subscription to Scots N' Water could be obtained for \$4.

NEW FLEET

Upon motion by Robert Cowles the charter for Fleet 17, Grosse Point Yacht Club was reinstated.

PERPETUAL TROPHIES

Gordon Douglass discussed the need and desirability for more perpetual trophies. He announced that George Foster of London, Ontario, Canada, an excellent craftsman, had generously agreed to make a plaque type trophy of a Flying Scot for presentation to the Association. Bearns Smith agreed to see if some additional interest could be developed among the membership and perhaps suppliers.

1970 FSSA ROSTER

Commodore Godshalk displayed an advance copy of the new Roster. Copies are being mailed in February.

Governing Board Meets continued:

BUDGET

The following Budget for the year November 1, 1970 to October 31, 1971 was submitted by Treasurer Vance and approved:

Income	
Dues	\$13,350
Other	5,675
(Includes boat and sail numbers, advertising, etc.)	
Total Income	\$19,025
Expenses	
Scots N' Water	\$ 4,375
(Includes editorial publication and mailing)	
Office and Corresponding Secretary	8,220
(Includes fees for extra clerical assistance, supplies, postage, telephone, key punch service, travel, etc.)	
Other Services	5,410
(Includes computer service, 2 Rosters, sail labels, Governing Board meetings, balance on 1970 hand book, etc.)	
Total Expenditures	\$18,005
Income over Expenses	\$ 1,020

NORTH AMERICAN CHAMPIONSHIP

Robert Cowles and District Governor James Smith reported the dates for the 1971 North American Championship had been set as August 16 - 20.

These gentlemen pointed out that facilities in Detroit were such that there was no need to limit the number of entries this year. Accordingly it was agreed the Fleet quota limit of only one entry for each three boats will be waived this year.

A MESSAGE FROM THE PRESIDENT

FLYING SCOT.....Not too many years ago those two words could conjure up all kinds of images. Today the name is recognized by nearly everybody in the sailing world. What a success story! Granted that our numbers have increased, and new fleets chartered from coast to coast have widened our horizons, yet this is not the whole story of the Flying Scot. I suggest that our recognition is primarily due to you, the members of FSSA.

The spirit of good fellowship and sportsmanship is so evident when Flying Scotters get together that it is commented on by other yachtsmen. One veteran Race Committeeman laid it on the line, when he said, "I have never run races for a better group of yachtsmen". What a compliment to have our spirit recognized and admired by others.

The Flying Scot, since its early days, has remained a one design boat which is as true to its owner today as the day he bought it. This has developed amongst the membership a faith in their class, and in turn has generated the growth of the fleet.

Go to it again this year; make new friends for the Flying Scot; build for an even greater tradition.

Congratulations to all of you,
Bearns Smith, President

FLEET 7 OCTOBER SERIES at RIVERSIDE, CONNECTICUT



*Ralph Manee leads Chuck Edgar
on a screaming plane.*



*Boats approaching the mark;
one boat went into irons and lost seven places.*

SAFETY AND CAPSIZES

by Sandy Douglass

Among the small-boat classes there is a lot of talk these days about safety and self-rescue in the case of capsize. Some are adding more buoyancy apparatus, plus self-bailers and transom flaps. That kind of self-rescue means turning enough of the boat's interior space into tanks of some sort so that the boat will float, full of water, high enough for the top of the trunk to clear the surface - and for the Flying Scot that would mean losing a lot of the interior space we like so well. I thought when I designed the Scot that I was making her self-rescuing. She doesn't often capsize, and doesn't take in water when she does, - if she's handled right. And isn't it better not to take in water at all, than to fill up and then have to get it out? In really extreme conditions even some of the self-rescuing boats cannot be sailed out. The Flying Scot is self-rescuing if she is handled properly. Then what has gone wrong when she does turn turtle?

What goes wrong, in most cases, can be described by such words as ignorance, ineptitude, clumsiness, laziness - and on up to sheer stupidity, such as that shown by the 200-lb man who, with the Scot floating happily on her side, tried to keep his feet dry by sitting on the mast! Or the example I saw some time back, on a pleasant afternoon, when two youngsters capsized their Scot while working on spinnaker drill. How they accomplished a capsize in a mild wind is a mystery. How they then succeeded in making the boat turn turtle is almost unbelievable and a classic example of what *NOT* to do.

We had noticed a boat under spinnaker to windward of us. Now it had capsized and was floating on its side with one of the crew standing on the centerboard and leaning over the hull, making no effort to right the boat, while the other crew proceeded to try to haul down the sails. We assumed, as time went by, that the one on the centerboard would pull the boat back up. Instead, he continued to stand there, doing nothing, watching his friend. A couple of minutes went by. We finally decided we'd better try to help, and sheeted in to sail up to them, - but just then the one in the cockpit leaned out onto the mast, perhaps attempting to reach the spinnaker, and his weight pushed the mast on down, turning the boat upside-down!

By the time we reached them a motor boat was making preparations to tow the Scot ashore upside down. (What would happen when they reached shallow water and the mast struck bottom?) How could the boat be turned right side up? I explained how to throw a line, such as a jib sheet, across the bottom of the boat as a rolling hitch, how to stand with feet against the flare of the hull, leaning back against the line, pulling while the boat slowly rolled onto her side; then to keep pulling until she was right side up - at which time the crew climbed aboard, stowed the sails, and the boat was towed ashore.

This was a very fine example of what *NOT* to do. The Flying Scot did her part. She floated on her side for several minutes, without taking in a drop of water, until her crew forced her upside down. At *ANY* time the crew could have righted her and climbed aboard with dry feet. But the boat needs help and cannot be expected to do it all. Nothing is fool-proof. For a better example of how to do it, see my article, *AN UPSETTING TURN OF EVENTS IN WASHINGTON*, on page 79 of *HIGHLIGHTS of SCOTS N' WATER*.

The point is that one man, standing on the centerboard, can right the Flying Scot, and two just make it easier. On her side as she floats, she is very nearly balanced, and once the top of the mast is raised above horizontal she will come up by herself. If you should find that your weight is insufficient, extend your arms by means of a line, such as the jib sheet, looped over the snubbing winch, so you can lean backward against it.

There are several articles in the *HIGHLIGHTS* dealing with capsize procedures. They are good to a point, but I think they are wrong in suggesting putting flotation under the head of the mast as a first step. This may work if it can be done in time, but it will take time, and *time is the vital factor*. I do not recommend it because, in severe winds, there will not be time in most cases. Don't be misled by the example I have described above. That was in mild weather. In bad weather there may be no time for anything but the quickest action.

First of all, when you sail in heavy winds, you should be *prepared at all times* to climb onto the topsides if necessary. Keep it in mind and be ready. In such winds you should be sitting on the side deck to begin with. From there, as the boat goes over, your natural instinct should be to climb on top just the way a dog or cat would. Let the sheets and tiller go, and climb. Swinging a leg over the gunwale so you straddle it and can move either in or out. Needless to say, your sheets should never be cleated in such weather. (Or any other!). If the boat saves herself, so much the better. If she goes over, you then are ready to save her, instantly. But don't wait until the boat is on her side before you start to think and to act.

If you now are on top, stand on the centerboard and pull the boat back up. If by any chance you are caught in the cockpit don't try to stay dry by hanging on. Your weight, on the wrong side of the hull buoyancy will only turn the boat over, so drop off into the water and give the boat a chance. Swim around - or dive under, as Volney Wilson suggests - get hold of the centerboard and pull. You'll still have a chance. As the boat comes up, a person in the water on the other side, by hanging onto the shroud or to the seat, will be lifted back aboard.

Therefore, in bad weather, at all times be ready to act! It can happen to anyone. When you find the boat *GOING* over, climb up *BEFORE* the boat is over. Don't waste time with other things. Your first thought should be to get the boat back up, and time is vital. Pull the boat up first. But act! Don't wait. Seconds count. Act *NOW!*

FLEET NEWS

FLEET 37, WESTERVILLE, OHIO

Hoover Yacht Club - 3rd Annual Buckeye Regatta will be held May 22nd - 23rd, 1971 on Hoover Reservoir, Westerville, Ohio - (near Columbus). Registration fee is \$6.00. Presently 25 rooms are being held so make your reservations early.

For details contact John and Peg Gray, 541 Yaronia Drive, Columbus, Ohio 43214.

FLEET 63, HARVE DE GRACE, MARYLAND

The Fleet is sponsoring a sailing course consisting of three two hour sessions during the winter. Organizers and instructors are Don Homsey, Bill and Dorrie Sheppard, Bob Davis and Jack Fassnacht. Plan is to start with fundamentals and work up to some of the fine points of boat handling.

FLEET 84, LAKE CHARLES, LOUISIANA

Judge Jack Watson, Captain of this new Fleet, informs Scots N' Water that the first Louisiana Flying Scot Championship was won by Frank Pruitt of the local fleet. The championship was sailed in connection with the fall regatta of the Lake Charles Country Club. Races were held in light to moderate air on Prien Lake. Pruitt, a lake resident, used his knowledge of local conditions to win out over Buddy Carter of New Orleans.

FLEET 41, CRYSTAL LAKE, MICHIGAN

Plans are being made for the 1971 season. The Crystal Sailing Club believes in surveying its members in an effort to arrange a schedule which will make everyone happy.

FLEET 67, SAN ANTONIO, TEXAS

The results of the Lake Canyon Yacht Club's First Annual Wurst-fest Regatta were as follows:

First	Jerral Derryberry
Second	Don Church
Third	Nelson Estes
Fourth	Jim Finney

Two races were held Saturday in light to moderate winds and the remaining race Sunday was in heavy air.

SINGLE HANDING THE SCOT

by Kirk Woodward
Abilene, Texas

Flying Scot owners are missing a lot of sailing if they assume that a boat of the Scot's bigger than small dimensions needs two or three to make it go. Naturally, you reef sooner and come in quicker; do some premature dropping of the main and take longer tacks, but single handing sharpens your sailing sense and makes you know your boat even better. By practical, and sometimes frightening, experience this Texas Scot owner has learned a few tricks that might be of value to Scot owners that must go alone or, heavens forbid, not go at all.

Stepping the Mast

Remember that with the shrouds fastened and the stepping pin in place the mast is two thirds up and will stay that way if you can keep it from flopping back while you fasten the headstay. Whenever practicable head the trailer directly into the wind. This will minimize any sideway movement of the mast before its high enough for the shrouds to hold it in line. Attach a twenty foot length of 5/16" line to the jib halyard right where you take it loose from the spinnaker ring. Make sure the winch is locked. Pass the line through the bow plate and lead the end back into the cockpit on the starboard side. Now move as far back in the cockpit as you can and lift the mast. When you have the mast at shoulder level, move directly under it, one foot on either side of the centerboard trunk. You may want to take the boom out of its trailering position to avoid stepping on, or stumbling over, it. Get the mast above your head, balance for a moment and then **MOVE!** This is one of the few times when speed is safety. The sooner you have the mast up on the step, the sooner the shrouds will keep the stick from moving to one side or the other.

Now you are at the forward end of the cockpit, straddling the centerboard. Your left hand holds the mast forward against the shrouds while with your right hand you haul on the line passing through the bow plate and to the jib halyard. This hauling on the line should be item one on your agenda at this moment. Ignore, for the time being, the fact that the butt of the mast is slightly askew on the step or even on top of it. Your leverage on the mast is at a minimum right now and you'll need the advantage of that line to the jib halyard to keep the stick from coming back down too fast for its own good or yours.

When the slack is taken out of the line to the jib halyard and the mast is completely under control, you can adjust its position on the step. To attach the headstay turn the line around the starboard winch and cleat to the jam cleat on the starboard side. Now you can take up on the jib halyard until you have the necessary slack to hook up the headstay. Its handy to slack off on the jib halyard and line right where it is. It will be just about the right place to shackle on to the top of the jib and the slight tension will keep it from winding around the headstay. Naturally, if sailing cat rigged, or if you want to check your tune, the jib halyard should go down to the jib tack shackle.

Underway Single Hand

I've found it more convient to bring the jib sheets across the cockpit before going to a winch. The jib sheets form an "X" in the cockpit. You can sit well forward when beating and you don't have to lean down to leeward to go around a winch if the sheet should flop off in the tacking process. You winch and cleat on the windward side.

In tacking, uncleat the jib a little prematurely and turn the main sheet jam cleat to the new windward *before* the tack begins. Don't cleat the jib until the tack is fully complete. If you catch a knockdown on the tack, you can let the jib fly and then uncleat the main.

It is surprisingly simple to set the whisker pole single hand. Lash the tiller amidships. This will cause the boat to slowly slide off on a broad reach while you go forward to set the pole. Let it go forward to the headstay and return to the tiller before sheeting in and bearing off directly downwind. When jibing with the jib poled out, get the main over first then lash the helm and go forward to deal with the jib. Incidentally, *never* leave the cockpit with the helm lashed. You'll never keep up if you have to swim. Single handing you can leave the spinnaker ashore. It can't be done (I think!).

Docking and Trailering

In every possible case, even if it means dropping the main and coming in under jib alone, try to bring the cockpit along side the dock or mooring buoy. You're a long way from what controls a Scot if you go forward.

Getting the boat back on the trailer is simplified by twenty to thirty feet of stern line. Held by a helpful onlooker or simply belayed to the dock, this stern line in combination with a bow line that you hold, will control the fore and aft line of the boat. Just line up with the trailer and winch it up.

Single handing a Scot will give you new confidence in your boat and yourself; to say nothing of the awe you will be held in by people who have to scrounge for crew before they can go sailing.

SPINNAKERS ON PARADE

The Milwaukee Journal took a unique and very excellent photograph of about a dozen Scots flying spinnakers during the last North American Championship.

This was published in the October - November issue of Scots N' Water. Prints, suitable for framing, have been made on Kromekote and offered for sale by Scots N' Water. These are great for Yacht Clubs, offices, family rooms and gifts. Some members have enjoyed coloring the spinnakers.

The 11-3/8" x 19" prints are available for \$1.50 including first class postage. Send your orders with check to Editor, Scots N' Water

Robert B. Hanna
198 Clear Lake Drive
Ray, Indiana 46737

FLEET 17 REINSTATED

Fleet 17, Grosse Point Shores, Michigan, Grosse Point Yacht Club has been reinstated.

The Fleet sails on Lake St. Clair. Welcome back into the fold.

REGATTAS

March 6-7.....	Mid-Winter Warm-Up Panama City, Florida
March 12-14.....	Mid-Winter Regatta Fort Myers, Florida
May 22-23.....	Buckeye Regatta Westerville, Ohio
July 3-4.....	Michigan-Ontario District Championship Lake Fanshawe
August 16-20.....	North American Championship Lake St. Clair, Michigan

NOTE: To Fleet Captains and District Governors.

Please set your Regatta dates as soon as possible and send the information to Scots N' Water.

IN THE NEXT ISSUE

What I Look for in my Sails by Vince DiMaio

NAC Eligibility Rules

More on the NAC

RULES for CHARTERING BOATS in the 1971 NORTH AMERICAN CHAMPIONSHIP at DETROIT, MICHIGAN, AUGUST 16-20, 1971

Prospective charterers shall write to the Chairman of the Chartering Committee, Robert A. Cowles, 29423 Walker Drive, Warren, Michigan 48092. Home phone: 313-755-3539; Office phone: 313-875-7900, Extension 507, requesting a charter. This letter must be accompanied by a check for \$25.00, payable to the FLYING SCOT SAILING ASSOCIATION. No requests will be considered without a check or money order. This money will be divided as follows: \$20.00 will be paid to the owner of the boat and \$5.00 will be retained by the Association. A prospective charterer must be a qualified Flying Scot owner (or an active member who is a member of a recognized yacht club which is a Flying Scot owner) and must reside at least 400 miles from Detroit, Michigan, except at the discretion of the International Race Committee.

Closing date will be August 1, 1971. On this day the Chartering Committee will apportion boats available and promptly thereafter will mail notices of acceptance to successful applicants. If there are more applicants than available boats, checks of the unsuccessful applicants will be returned. If boats are still available, requests received after August 1st will be filled on a "first come, first served" basis. Charterers may cancel a charter within 10 days of the mailing of notice of acceptance thereof. If cancellation notice is not received within the 10 day period, the \$25.00 is forfeited and apportioned as originally planned, if the owner has brought his boat to the site; otherwise, the \$25.00 will go to the Association.

Boat owners shall be responsible for bringing their boats to the site of the North American Championship (Detroit Yacht Club). Boats shall be fully found with all equipment required by the rules. Bottoms shall be cleaned and unfouled. Running and standing rigging shall be sound and able to withstand normal racing conditions.

Charters must use their own sails. They shall be responsible for all damages to the boat and spars and shall pay the boat owner for same. They will not be responsible for breakages of running or standing rigging in cases of collision or abnormal racing conditions. In the event of a dispute, the International Race Committee shall be the sole and final judge of responsibility. Charterers may not drill holes in the boat or do anything else that may be construed as defacing without permission of the boat owner. A boat will be returned to its owner in exactly the same condition and arrangement as it was received. This includes unrigging and replacing on a trailer.

A part-owner may not charter a boat if the boat of which he is a part owner is being sailed in the regatta by another or if another part owner has chartered a replacement boat.

NORTH AMERICAN CHAMPIONSHIP DATES SET—ELIGIBILITY RELAXED

First Vice President Robert Cowles and District Governor James Smith have announced August 16 through August 20 as the dates for the North American Championship to be held on Lake St. Clair. The Championship will be sailed out of the Detroit Yacht Club, home of Fleet 16.

Detroit Yacht Club is one of the world's largest and best equipped Yacht Clubs. The Club reports mooring and launching facilities are excellent. From the warm, casual atmosphere of the Grill, to the indoor and outdoor swimming pools, to the gorgeous formal rooms, the DYC has room for everyone — and something to appeal to everyone in the sailing family.

In view of the ample facilities, the Board of Governors has waived the Fleet limit of only one entry for each three boats. Detail eligibility requirements for the NAC will appear in the April issue of Scots N' Water.

The championship was last sailed on Lake St. Clair in 1961 when it was hosted by Fleet 8 of the Edison Boat Club. This was the third annual Flying Scot Championship. The first two were won by Designer and Scotsman Sandy Douglass. The Irish took over on Lake St. Clair in 1961 with Kevin O'Reilly and Eaton Kelly, both of Detroit, finishing

one and two.

Lake St. Clair was the site of the 1970 Sears Cup Series which was sailed in Flying Scots. The large number of important championships held on Lake St. Clair has contributed to the development of an expertise in Regatta management which is "tops". Several organization meetings have been held and Commodore Edward H. Zerbe has been appointed Regatta Chairman.



Bob Cowles and James Smith outline plans for North American Championship to be sailed on Lake St. Clair, August 16-20.

FORMER DISTRICT GOVERNOR KILLED

Walter E. Lowry, 41, of Bethel, Connecticut was killed in December when his twin-engine plane crashed and burned on a farm in Southern Indiana.

Mr. Lowry was a member of Fleet 24, Candlewood Lake. He was the Fleet Captain in 1970 and a former Governor of the Northeast District.

MID-WINTER DINNER HOSTED BY FLEET 7

Sixty-three members, including a dozen members of the Governing Board, attended the Annual Mid-Winter Dinner in New York City on January 29.

The current North American Champion, Sailmaker Paul Schreck and two former champions, Frank Bloomer and Designer Sandy Douglass formed an Experts Panel for a lively and instructive discussion on some of the fine points of sailing a Scot.

Lew Howe of Fleet 7, Riverside, served as moderator. Skippers present found out the experts agree — and they disagree.

"Don't strap her down too tight in light air" — "give the boat a chance to sail herself" — "carry the board all the way down on a beat" — were points stressed by all three. Some variance of opinion was expressed on such questions as "most rake" — "sail draft" — "vang tension" and "tightness of rigging".

George Taylor, Fleet 7 Captain, made all arrangements for the dinner held at Nemos Domain and served as Toastmaster. Food was excellent, the ladies were lovely and a friendly relaxing evening was enjoyed by all.

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. _____

OLD ADDRESS

Street _____

City _____

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

MAIL TO:

F.S.S.A. Corresponding Secretary
531 Jenks Boulevard
Kalamazoo, Michigan 49007

Secretary's Page

OO PS FORGOT ~
DUES DUE!



LET'S NOT GET BECALMED
PAY THEM NOW!

FROM THE MAIL BAG

My son, Steve, is 21 and a student in college. He will be skippering my Scot part of the time. Is it necessary for him to pay the \$10.00 for an Active Membership, or is he eligible under my membership?

From Michigan

Steve should pay \$5.00 for an Associate Membership. Some Active members have several Associate memberships attached to their boat, depending on how many others in the family skipper the boat. The Associate member enjoys equal privileges with the Active member, except for voting and holding office.

If Steve were to skipper your boat in your local races and win, for example, then someone else reading the rules might disqualify him for a trophy. Many do skip boats without being members of FSSA, through ignorance. However, hurt feelings have resulted because there is always that someone who reads the rules. Therefore, it is wise to play safe and have Steve be an Associate member.

Enclosed is a check for \$2.00, for which please send me another copy of that wonderful HIGHLIGHTS compilation. I want to present it to my son-in-law, who is a (ugh!!) Lightning sailor. However, many of the articles in there I feel are applicable, equally, to his class of boat.

From Ohio

I know that your Lightning Sailor Son-in-law will benefit from the Flying Scot's knowledgeable Experts. Maybe he'll come alive someday and decide to travel first class, in a SCOT!!

There are several Flying Scots in my area and I wish to organize a fleet. How do I go about it?

From Florida

Enclosed is an Application for Fleet Charter. You must have at least three ACTIVE paid members to attain and retain your fleet status.

Must CREW hold some class of membership to participate in sanctioned events? Can Associate members hold office and vote at fleet level?

From Iowa

It isn't necessary for the crew to be a member of FSSA. If the crew does do the skippering occasionally, however, then he must be an ASSOCIATE member of FSSA to be legal.

Yes, an Associate member may hold an office at the fleet level. His voting privilege is determined by the local fleet rules. He has no voting privilege at National level.

I wish to purchase a used Scot. How do I go about finding one?

From Illinois

Suggest you purchase a Sustaining membership in FSSA. This will provide you with our Publication, Scots N' Water, which lists the Scots that are for sale. Then when you purchase your Scot, the \$5.00 you paid for your Sustaining Membership will be applied toward your Active Membership providing it is within the same fiscal year.

Does the Official Registration Certificate come from FSSA or from the Builder?

From Texas

The Builder initiates the Official Certificate, after delivering the boat, and forwards it to the Corresponding Secretary. She records it, signs it, makes a photo copy of it and then mails it to the Scot Owner. When a used Scot is sold, the original owner should sign the transfer part of the Certificate and forward it to the Corresponding Secretary for registering.

(continued on page 9)

CAVEAT EMPTOR

FS 406

Customflex, good condition
Scarlet hull, white deck
Boston main, jib, spinnaker
Cam cleats, cover, all gear
Alligator trailer
Price - \$2100

J. S. Brod
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FS 383

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Cockpit cover
Gator trailer (tires one year old)
Will deliver reasonable distance
Price - \$2100

Ernest L. Godshalk
735 Glenview Road
Glenview, Illinois 60025
Telephone 312-724-6999
Office 312-856-5420

AMERICAN YOUTH HOSTELS SPONSORS SAILING FILM

The American Youth Hostels will present a 90-minute color sailing movie at the Ford Auditorium in Detroit on March 26 and March 27 (Friday and Saturday) at 8:30 in the evening.

The film will feature the fabulous and controversial 1970 AMERICA'S CUP RACE held in Newport, Rhode Island and also the action-packed 1969 FINN CLASS GOLD CUP held at Bermuda.

JOHN BIDDLE, photographer-lecturer, will appear to personally narrate his NEWEST film, "LOVE FOR SAILING".

Tickets are \$3.00 for adults and \$2.00 for youths and are available from the American Youth Hostels, 14335 West McNichols, Detroit 48235 (313-273-8560).

ATTENTION JUNIORS! JUNIOR CONTEST!

The following announcement has been received from Yachting Magazine:

The editors of YACHTING announce the opening of their fourth annual article contest for junior sailors under the age of 18. Articles should be approximately 1,000 - 1,500 words long and be concerned with some phase of your sailing experience and activity. The subject matter can vary; the important thing is that the material be well presented, be your own work, and be of interest to sailors your own age. All manuscripts should be typed (double-spaced) and may include drawings or photographs. Each should be accompanied by your photograph and a letter telling your age, school, sailing background, and interests. 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 rates. In addition to this, the first three places will receive gift certificates for nautical equipment. Submissions must be received by April 15 and should be addressed to Yachting Publishing Corp., Junior Yachting Contest, 50 West 44th Street, New York, N.Y. 10036.

MICHIGAN-ONTARIO DISTRICT CHAMPIONSHIP TO LAKE FANSHAWE

Fleet 33, London, Ontario, Canada will host the Michigan-Ontario Championship to be sailed on Lake Fanshawe Yacht Club July 3 and 4.

Bill Nichols reports the welcome mat will be out to all District members and family attendance is encouraged. Excellent camping grounds and trailer areas are available as well as good motels.

Lake Fanshawe is only 125 miles from Detroit and the Yacht Club grounds, on a high bluff, offers good spectator viewing. Participants will be happy to know that no power boats are permitted.

District members will be mailed full details this spring.

NEW USE FOR SPINNAKER HALYARD

Richard Coar, Jupiter, Florida, has come up with a suggestion to help in hoisting sail in gusty air. Richard suggests the spinnaker halyard makes an excellent topping lift by attaching one end at the gooseneck and the other at the end of the boom.

Mail Bag (continued)

I am our new Fleet Secretary and Treasurer and wish to do my part. What is expected of me?

From Ohio

1. Forward all Fleet news and announcements to our Editor before the 15th of each month prior to the month you wish your announcements published. Please keep in mind that Scots N' Water is published nine times each year and is NOT published in October, December and February.
2. Collect dues from your fleet members and forward them to the Corresponding Secretary, using forms provided, as promptly as possible.
3. Make a special effort to collect dues from Scot owners in your area who are not members of FSSA. An article in the January 1971 issue of Scots N' Water will provide you with fortification as to why all Scot owners should support FSSA. Article VIII of the Constitution says "Association dues shall be fixed by the Bylaws. Fleet dues, if any, shall be fixed by the Fleet. BOTH MUST BE PAID before a member can be in good standing in either . . ."
4. Remind your fleet members to forward their change of address to the FSSA Corresponding Secretary and to be certain to give plenty of advance notification, as this courtesy avoids considerable confusion in the National Office.
5. Remind your fleet members to fill out the proper form at the post office so as to assure them of receiving their publication at their summer address.
6. Supply the Corresponding Secretary with your new slate of officers.

HOW I FINISHED SECOND in the SOUTHERN REGIONAL CHAMPIONSHIP

by Rick Tears

The Southern Regional Championship, sailed on Cross Lake, Shreveport, Louisiana, last November was won by Jerry Derryberry. I was second.

As far as I am concerned the Scot is not a tactical boat. That is, for one set of sea and wind conditions, a particular combination of sails and crew weight will prevail. This is the main factor in my deciding to make the changes and handle the boat as I did at Shreveport. Boat speed alone wins almost all Scot races.

Here is how I rigged the boat and the changes from the "standard" Scot:

1. Jib was sheeted inboard. Harken ball bearing ratchet blocks were used and were cross cleated.
2. An old boat was used because:
 - a. the mast was stiffer and lighter
 - b. the centerboard was legally faired
3. Crew of three — total.
4. A six part vang led aft so skipper could adjust.
5. North Main sail with a spi-view window and elongated Finn type window.
6. A light air yarn tempered jib.
7. Centerboard line led aft so skipper could adjust.
8. Harken ball bearing blocks for main and spinnaker.

Here's how I evaluate the above — after the series.

1. The inboard sheeting of the jib worked great, especially with the ratchet blocks. We had less helm and pointed higher. We experienced more versatility in the use of "a" jib. when sheeting a jib inboard, more frontal area is presented to the wind. No cavitation was experienced on the rudder or centerboard.
2. The mast did not go through any wild gyrations when a puff hit as is usual with the newer boats. The profile of the main remained more constant and predictable. Also the forestay had less spring and sag. I used drumtight rigging along with a stainless crank to get this.
3. The North main worked great. The spi-view window allowed the middle man to see the luff of the chute when hiked out on a tight reach. The elongated Finn window allowed all three people to keep track of the competition. Much use of the Cunningham hole was necessary in order to make the main versatile. Mainsheet tension was also critical with regards to a tight or a reversing leach, which is bad for boat speed. A puff hits and you bring the sheet in 2 - 3 inches. The puff eases and you must ease it 2 - 3 inches. All in all the main was good for all winds encountered (5-18 mph).
4. The yarn tempered "stiff" jib worked O.K. Its main versatility was due to the inboard sheeting. It was good for the 5-18 mph winds encountered. I don't think a heavy air jib is necessary.
5. A three man crew is a necessity in a Scot. This is especially true if you have one of the newer flatter chutes that can be flown quite close. If you don't think there is a difference between your old Betsy spinnaker and the new ones, just look at the picture of the NAC championship flight, in the October November issue of Scots N' Water. Compare the chutes of 11, 66, and 1305 with the others.
6. Both the centerboard and the vang leading aft were a big help. It allowed the crew to worry about the chute work and nothing else.
7. The Harken blocks on the spinnaker sheet and mainsheet were great. I could use the full purchase mainsheet even in the lighter air.

All in all I thought that I had the best boat over there. So why didn't I win? The answer is simple, Jerry Derryberry sailed just a little bit faster all the time. I salute Jerry as "The Fastest Scot in the South", believe me he won that title!!

HOW ABOUT A CRUISE?

The following story is reprinted from the June 24, 1970 issue of the Severna Park, Maryland Villager. It may inspire other Scot owners to similar activity.

Two young sailors, David Littlepage, 16, and Robert Hill, 18, arrived in Severna Park last Tuesday night, June 16, and anchored in Sullivan's Cove, having sailed 135 miles in approximately two days in their 19 foot Flying Scot (daysailer).

According to the young men, they launched their boat Sunday evening, June 14, at Cape Charles City, Virginia, at the southernmost end of the Chesapeake Bay, and sailed a short distance along the Eastern Shore, anchoring for the night in Hunger Creek.

Monday, they crossed the Bay and sailed for approximately 12 hours under spinnaker, anchoring at Point No Point just before dusk.

On Tuesday they again had a favorable breeze and scooted up the Bay and into the Severn River. Littlepage and Hill admitted they had one anxious moment; upon approaching the Severn drawbridge, they wondered whether the bridge keeper would see them coming; he did, and they proceeded to Sullivan's Cove, where they moored for the night.

Their host, Bill Hoffman, of the Grachur Club, was surprised, having expected them to arrive about Thursday after their 135-mile sail.

Wednesday, they sailed their final leg, back down the Severn, under the Bay Bridge, and up the Magothy to their home port at the Grachur Club.

The boys had taken with them a good quantity of camping food and some space food, but admitted they had existed mostly on brownies and chocolate chip cookies.

Littlepage, who this past year attended Severn School, and Hill, a pre-Junior at Drexel Institute, last year sailed from the Grachur Club to the Potomac River and back, the round trip taking them five days.

LAST MINUTE FLEET NEWS

FLEET 42, WASHINGTON, D.C.

Ed Sharp and his high school daughter, Sue, have taken opposite sides on the question of how to express the number of their fleet in Roman Numerals. Should it be XXXXII or XLII (10 from 50 plus 2)? At all events, Ed thinks XXXXII looks better.

The February issue of the Fleet Newsletter reviews the 1970 happenings and results. The Fleet is interested in obtaining some comments on Peter Barrett's article in One Design about the possibility of relaxing certain rules.

The 1971 schedule of events has been established. The Spring Series starts on April 4. The District Championship may be sailed on July 24 and 25 as part of the Cambridge Yacht Club Championship.

FLEET 63, HARVE DE GRACE, MARYLAND

The 1971 schedule has been established. Weekend racing is divided into Spring, Summer and Fall Series starting on May 15 and ending October 23. The Fleet is still debating the method for determining the Fleet Champion.

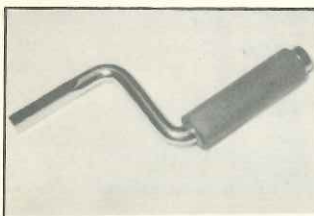
The Yacht Club will establish a "working committee" with a different chairman being appointed for each race day.

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Handmade six inch model of the Scot mounted on a Walnut or Mahogany base and custom painted. Please state base choice, colors of hull, deck and waterline. \$30.00 Postpaid.

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SET OF FOUR FOR MAIN = \$4.75

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JUNIOR SAILS for YOUNGSTERS

Jones' new Junior Flying Scot sails ideal for 10-11 year-olds; can be used as "storm" sails (131 sq. ft.). The Scot is balanced well with them; the same as with full size sails. Same jib sheet blocks used. Kids love their "very own" sails; quickly gain confidence and sailing ability because the Scot is even more stable with them. Dacron main and jib 4 oz. \$185; 5 oz. \$193; plus postage and numbers. John C. Jones, III, 55 Hawes St., Brookline, Mass. 02146

DOUBLE-ENDED ALUMINUM HALYARD CRANK

Made of same alloy, with same shape and same breaking strength, by same manufacturer as Douglass' crank. BUT each end is square and a bit longer - enabling one to file a new full-length square if (perchance) the original square is broken off. Thus, its life expectancy is four times that of a usual crank. Price includes postage. 1-\$1.40; 2-\$2.74; 3-\$4.08. Please send check for prompt mailing. John C. Jones, III, 55 Hawes St., Brookline, Mass. 02146

BEGINNERS LEARN TO SAIL QUICKLY, EASILY with 16-page booklet "A MINIMUM SAILING PRIMER"

Over 73,000 sold to yacht clubs, sailing schools, camps, etc. Its 7 sections explain all fundamentals of sailing with easy-to-understand text, simple diagrams. Basic sailing terms carefully defined, Flying Scot boat nomenclature, a glossary, 15 important safety precautions. Quantity prices on request. Please send 56c (includes postage) for prompt mailing. John C. Jones, III, 55 Hawes St., Brookline, Mass. 02146

FSSA ANNUAL DUES
PAYABLE IN JANUARY EACH YEAR

ALL F/S FLEET MEMBERS' FSSA DUES
SHALL BE COLLECTED & FORWARDED
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NON-FLEET MEMBERS PLEASE MAKE
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(FOR FULL EXPLANATION SEE ART. IX
OF CONSTITUTION.)

Available from FSSA Corresponding Secretary:

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F/S Pocket Patches, each..... \$ 2.00
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(Reprints of Articles 1959-69)

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88-IOWA CITY, IOWA-Lake Macbride

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FLYING SCOT SAILING ASSOCIATION

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