

SCOTS

n' water



VOLUME XV, NUMBER 8

AUGUST, 1973

It's time for the NAC

Saturday, Aug. 18

0900-1200—Registration and measurement (with one greeter on duty all day)

1400—YRA race

Sunday, Aug. 19

0900-1700—Registration and measurement

1400—YRA race (not official Fleet 7 race)

Monday, Aug. 20

0900-1700—Registration and measurement

1700—Registration closed

1400—Tune-up race (Make-ship race committee)

1800-1930—Mixer cocktail party

Tuesday, Aug. 21

0800-1200—Remeasurement as required

1300—Skippers meeting

1430—First race

1900—Cook-out followed by annual meeting

Wednesday, Aug. 22

1030—Second race

1300—Box lunch on water

1430—Third race

(Free Evening)

Thursday, Aug. 23

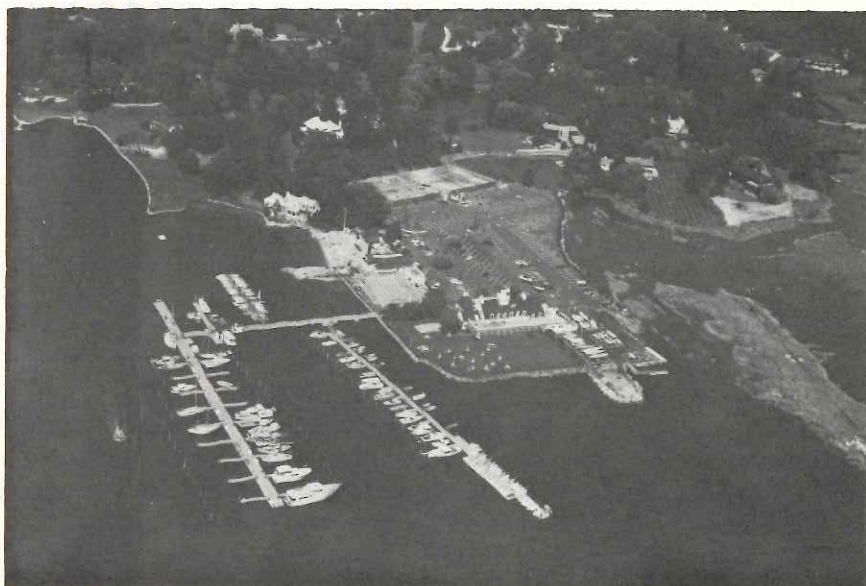
1400—Fourth race

1830—Buffet

Friday, Aug. 24

1030—Fifth race

1900—Awards banquet



Riverside, Conn., Yacht Club: Site of '73 FSSA championships (story, page 3)

Racing Roundup

**Great Scot:
It's Seifrick**

**Midwest Districts:
Moderwell the one**

**Northeast Regional:
Manee, 1-1-1**

**Ohio Districts:
Meno takes crown**

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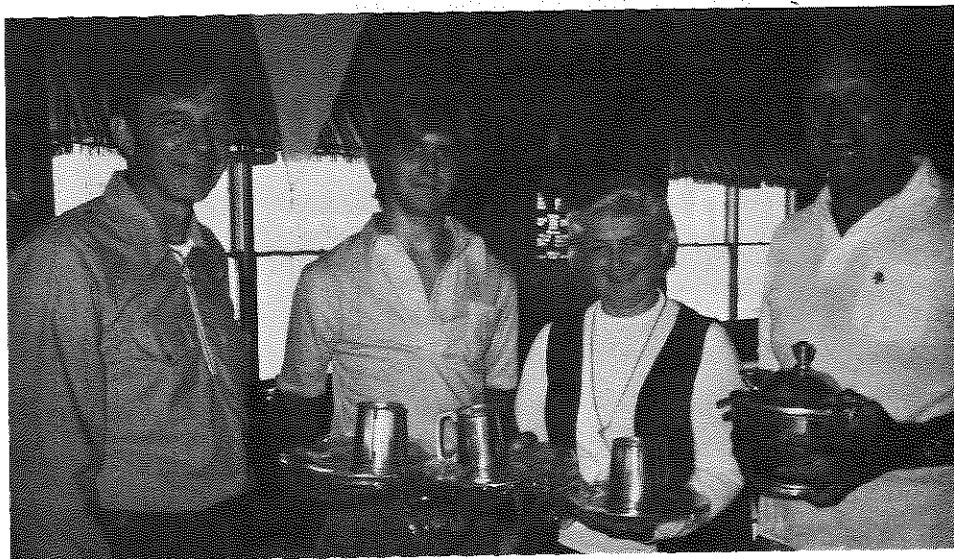
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Cripps presents trophies to Manee and crew

Manee conquers fog

By DICK CLYNES

Heavy fog along the Eastern Seaboard forced the Northeast Regional Championship Regatta into one strenuous day of racing, and Ralph Manee took three straight firsts to claim the winner's trophy.

Manee, who sails with Fleet 31, Shore Acres, N.J., had his wife, Ethel, and son, Bob, as his crew.

Jack Orr of Fleet 24, Candlewood Lake, Conn., placed second to Manee in the first and third races along with a fourth in the second race for eight points and second in the regatta. Gerry Sachnoff of Fleet 72, Narraskalack YC, Amityville, N.Y., took third with 12 points, including a second in the second race. Bob Rich, governor of the Greater New York District from Fleet 46, Hempstead Byay YC, placed fourth with 15 points on a 7-3-5 series. Fifth went to Roger Shipman of host Fleet 22, Spray Beach, N.J., with 17 points including thirds in the first and last races.

The regatta was scheduled for June 22-24, and 22 skippers had signed in at Spray Beach Yacht Club by Thursday evening. However, all Friday produced was a cover of fog and a day of waiting at the clubhouse. A beef n' beer

supper, hosted by George Cripps, captain of Fleet 22, helped to raise spirits in the evening.

Saturday, the skippers prepared their boats for racing early in the morning, only to have to stand around again and wait for the fog to lift. (Incidentally, the fog which enveloped Long Beach Island also enveloped the whole Eastern Seaboard those particular days.) About 2:30 p.m., the fog lifted and, with a shout, the race was on.

They raced two races back-to-back, and when one of the skippers shouted to the committee boat — "Let's have a third race", the dismissed judge's boat and patrol boats were hurriedly recalled and the third race was on! Needless to say, it was a tired, but happy group, which gathered at a local restaurant that evening for cocktails and a seafood/rib roast dinner engineered by Dick Clynes, fleet secretary.

Sunday morning the skippers once again prepared their boats for action, with the advice that if the weather didn't clear by 10:30 a.m., the races would be considered finished and the prizes would be given on the basis of the three races. Once again fog moved in "on little cat feet" and so the prizes were awarded.

NAC: fine sailing on Sound

By WAYNE JOSTRAND

Fleet 7 and the Riverside, Conn., Yacht Club have just about completed the details for the 1973 FSSA North American Championships. This year's racing will be conducted by the Riverside Yacht Club Race Committee who have a wealth of experience in handling national regattas. Of particular interest to Scot Sailors is the committee's unique experience with our NACs having conducted them in 1962 and 1968.

The chairman of the Race Committee for the NAC will be Hamilton G. Ford, current president of the Yacht Racing Association of Long Island Sound.

As for the racing itself, the committee will review conditions prior to the races in order to set a course where "local conditions" are minimized. All marks of the course will be set by the committee; no government markers will be used for this purpose. Currents of up to one knot can be expected in the area of Long Island Sound where we will be racing. These currents are fairly uniform — not chopped up by local obstructions, etc.

About the only predictable aspect of the wind on Long Island Sound is that it is completely unpredictable. There is no prevailing sea breeze at Riverside since it is blocked by Long Island. The dates

for this year's NAC were specifically chosen based on the fact that late August presents the best sailing conditions of the year; it is the traditional cruising time on Long Island Sound.

During the regatta, Scots will be moored in the well-protected Riverside Yacht Club mooring area near the mouth of the Mianus River. The channel from the mooring to Long Island Sound is exceptionally well marked by government markers. There are no private markers — they aren't needed. The channel provides ample room for tacking, and no one should find trouble as long as the government markers are observed and obeyed. A large chart of the Riverside area (National Ocean Survey Chart 222) will be posted during the regatta which will include the mooring and the general racing area.

Fleet 7 is offering a unique service. Any competitor with questions regarding the championships can send them to Philip H. Didriksen, Jr., 140 Indian Head Road, Riverside, Conn. 06878. Phil will consolidate them and forward them to the Race Committee. The answers will be presented at the pre-Regatta Skipper's meeting. Questions may of course be proposed verbally at the meeting. Fleet 7 is simply offering this alternative for the convenience of competitors.

Measurer reports on specifications

By DON HOTT

A "temporary coating" on the hull prohibited by S-V 3, is a coating which will not last for at least one sailing session. . . . Thru-Deck spinnaker launchers are prohibited. . . . On-deck spinnaker launchers are not prohibited.

You are permitted to attach a device to the rudder blade for the purpose of raising the blade to clear weeds, and for the purpose of holding the board in proper position, provided such devices do not extend into the water so as to change the performance of the rudders.

Thru-Hull self bailers are prohibited.

Harken Hexaratchet blocks are legal for jib trim, but they must be closely attached to the car on the jib deck track. . . . A jib sheet may be lead from the block or fairlead on the leeward side directly to the windward side, even though it may result in bringing the jib sheet slightly inboard. . . . Because of the impossibility of policing, it is not illegal to use some

tension on the windward jib sheet to pull the jib clew inboard, but no additional lines or devices may be added to accomplish this.

Additional flotation may be added to the Scot. . . . "Jiffy Reefing" is not prohibited. . . . The roach on the foot of a jib must have a "fair curve," and any attempt to bring the foot down sharply from the tack or clew will be held illegal. . . . The wire rope in the luff of the jib must be so installed that it can be stretched straight by the hands of the Measuring Group to measure the luff length; if it is so long the Group cannot straighten the wire rope, the jib will not be measured. . . . A bow plate is "miscellaneous deck hardware"

MATTERS UNDER CONSIDERATION: The use of Harken mini-hiking handles. The possibility of adding as an option, transom ports which could be opened to facilitate towing a swamped Scot to drain the water, not useable during racing as self-bailers.

N.B.: Please note the change in Specifications with reference to the vang. Several Scots at the Mid-Winters still had Steel Cable vangs.

Secretary Sez

Start packing! Riverside's around the corner

By HAL MARCUS

It's almost time to start packing our bags for the North American Championships (NAC) in Riverside, Conn., Aug. 18-24, and from what we hear from Dave Griffin, our NAC chairman, there are plenty of social events planned to go with the races. Our annual meeting will follow the "cook-out" at about 2030 hours on Tuesday, Aug. 21, and I want to remind all fleet secretaries who will not have a representative at this meeting and have not returned their proxies to please do so TODAY. Many thanks on this.

Regarding the proxies, item #3 refers to certain fleets who are to have their charters suspended. This is to comply with the constitutional requirement that all fleets must have a minimum of three paid active members of FSSA to maintain their charter. All of these fleets have been notified, and some have corrected the problem. Naturally, no vote will be taken to suspend the fleets that are in good standing by the annual meeting.

As most of you have probably guessed, your new executive secretary is very much a neophyte sailor, who lives in constant fear that someone is going to ask a technical question that he cannot answer. Last month it happened, but it worked out perfectly. Dr. Thomas Doughty of Garnett, Kan. was in Topeka for the day and decided to purchase some new rigging equipment for his Scot, which had been damaged in a recent storm. Not knowing exactly what to purchase, Dr. Doughty called the association office, and we agreed that he should call back in 20 minutes for the answer. Well, for a hellish 10 minutes, I went through every reference to specification changes in the office and found no reference to what Dr. Doughty was asking about. Then, with a stroke of genius, Pat suggested I call Dirk Lundquist, a Flying Scot dealer here in Pensacola, who gave me all the information requested. When Dr. Doughty called back, I had the answers he needed, and the day was saved. A million thanks, Dirk, for your valuable help. Now, your executive secretary is ready to tackle your future problems, so send 'em in.

In our June issue, I reported to you a NAYRU bulletin entitled "A Lethal Combination: Metal Masts and Electricity" following the electrocution of Manton Scott, former Sears Cup Champion. There is an excellent article on this subject in the July 1973 issue of Yachting magazine that I recommend.

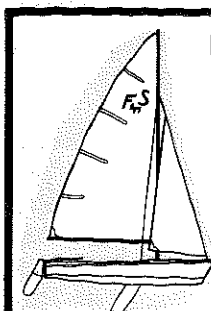
On this subject, we received a letter from Bob

Wehnau, secretary of Fleet 74, that reads: "Incidentally, in respect to Manton Scott's fatal accident, John (Riina, FS 777) was severely burned at a public ramp in Baltimore from the same cause. He is up and sailing again, but I am sure that it must have been a traumatic experience."

Bob continues, "Fleet 74 has little news except that we have been sailing with (against) non-affiliated Scots in the HRYRA. Distances are a little long to inveigle them into the fleet but it still makes for more interesting regattas." Hey, Bob, I hope those non-affiliated Scots are members of FSSA, and if not, that you inveigle them into joining.

Speaking of new FSSA members, we have prepared a list of our new members who have joined between April 1, and July 13, this issue. Most of our new members do not have any fleet affiliation, which is a prime factor in some older members dropping out of FSSA. So, fleet captain, secretaries and interested members, here is your chance to contact the new members in your area who are just getting "their feet wet" with their new Flying Scots. As I mentioned, this list starts with April 1, when I took over this office on my own, but I know we had several new members join between March 1, the cut-off date for our '73 Roster and March 31, which was during the time Mary Doolittle and I were making our changeover and no log was kept of names during that month. If you will drop us a card, we will publish your information in our next issue. I think it is a very good idea to publish our new members and I will send Joe this information on a current basis in the future.

In closing, let me say I'm looking forward to seeing old friends and meeting new ones at the NAC. And to those of you that I will not be seeing at Riverside, I'll be seeing you here next month.



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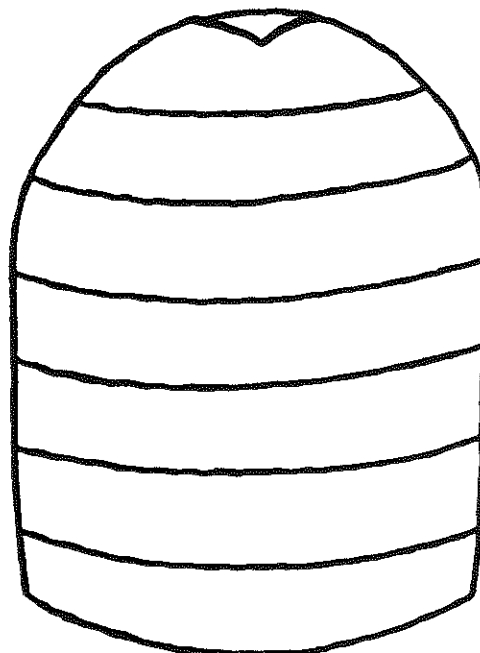
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Sandy: Some tips for faster sailing

By SANDY DOUGLASS

There is an old truism that in planning the start of a race the most important consideration is not where you are at the gun but where you will be in relation to the fleet five minutes later. I had a perfect proof of this just yesterday.

We were starting a club race here on Deep Creek Lake with some twenty-odd boats of the A Fleet. The far end of the line was favored and the best start appeared to be to say on starboard tack for some time. I ran the line and was right at the mark when the gun went off. Perfect! The only rub was that I misjudged the distance by about five seconds, had to kill my speed — and then, in the light wind, sat at the mark while 15 boats rode over the top of me. Then I had to sail on port tack under most of the fleet to get into clear air. We managed to pull up to 12th at the weather mark. Obviously, even though I was at the best place on the line, under the circumstances I would have been much better off to have been farther up the line and moving fast.

Yachting writers (myself included) all stress the importance of thorough preparations for the race. Most important! As we approached the weather mark to round onto a broad reach we started to rig the spinnaker only to discover that we had no spinnaker sheets aboard. What a revolting development! This was the first time I had raced my boat since last September and very obviously I was not prepared.

For a number of recent years most of my racing has been as crew for others, often for beginners or tail-enders, and I am not sure it has improved my own skills. Two or three regattas per year are hardly calculated to bring me up to concert pitch. But I do find it interesting to discover the problems of others and rewarding to try to solve these problems.

Flying Scots are evenly matched in speed and under given conditions will go only so fast. The loser loses because, in simplest terms, he goes slower than the winner goes. Winning requires complete concentration on the job at hand as well as near perfection in all details of sailing the boat. During every second of the race there is the opportunity to lose a little, to drop behind a few inches or more, and added together these little losses put you 'way behind. Every time you luff too high, fall off too far, heel too far, every time you let your attention wander, you lose inches or feet.

I find that one of the most common faults — and one which is especially harmful on inland waters where wind shifts are frequent — is the abuse of the use of the tiller. A Flying Scot and her crew together will weigh well over half a ton. Considerable energy is required to get such a mass moving up to speed (and also to stop it, as we discover when we come in to a



landing too fast!) and, once in motion, to make it change direction.

A body in motion tends to continue in the same direction and at the same rate of speed. Every time a boat changes course energy is absorbed by the water. Every ounce or pound of effort the skipper applies to the tiller, magnified five or six times by the leverage of the tiller, goes into putting on the brake by dragging the rudder through the water at an angle; and the centrifugal force of turning the boat makes the centerboard side-slip with a resultant drag and transfer of energy to the water. It slows the boat.

Most beginners, as well as many experienced skippers, over-control the boat. The tiller normally should be used as little as possible and as gently as possible. The only time the tiller should be shoved or pulled hard over are to avoid a collision or to kill speed as in coming into a landing too fast.

In normal turns the tiller should be pushed with an accelerating tempo, giving the mass of the boat time to start rotating, and the rotation should be stopped equally smoothly. I find skippers who spin the boat so fast and hard that by the time the tack has been completed the boat is very nearly standing still. This is especially bad, of course, in light weather when it takes so long to get the boat moving again. In light weather ALL motions of boat and crew should be made as gently and smoothly as possible. A gentle tacking in light air means a gain to windward as well as maintaining better speed.

In heavy weather, of course, tacking has to be done more smartly because a centerboard boat will not carry far against a strong wind, but it still should be done smoothly with no hard shove on the tiller.

Coming about and gybing generally involve the skipper's moving from one side of the boat to the other, and this requires the transfer of the tiller from one hand to the other. For centerboard boats, such as the Flying Scot, I strongly recommend that the skipper face aft during the maneuver, regardless of the fact that many authorities recommend facing forward. I think it depends on the type of boat. A heavy keel boat, for example, turns relatively slowly, and it is possible for the skipper to take his hand from the tiller for a short time without the danger of having the tiller get away from him, whereas if he lets go of the tiller of

Check rudder heads for 'invisible' rot

By E. PAUL MOORE JR.

While tuning up for the Egyptian Cup Regatta at Carbondale, Ill., Jim Harris of Fleet 83 encountered a gear failure, which points up the need for keeping an eye on the mahogany rudder heads on Scots so equipped.

Jim was reaching in 20 knot winds on Crab Orchard Lake and was adjusting the centerboard to neutralize a fairly strong weather helm when the lower gudgeon and a four-inch chunk of mahogany broke loose, allowing the rudder to swing sideways and fracture the rudder pin.

Inspection ashore revealed the presence of considerable rot which had been hiding invisibly underneath the lower gudgeon fitting and in the plywood spacer between the mahogany rudder head cheeks at the lower end. This rudder had been refinished regularly on Jim's six-year-old boat, but the fittings had not been removed in the process. Obviously water had seeped into screw holes and under

the fitting to start the rot process, and the water had not dried promptly when the rudder was removed after use.

Inspection of one other Fleet 83 boat prompted by this experience revealed sufficient rot in the same location to have caused a similar failure in the near future. Both boats are principally dry-sailed.

A precautionary removal of lower gudgeons for inspection purposes is suggested for boats with wooden rudder heads, together with removal of rudders from wet sail boats while moored, and removal of gudgeons for the refinishing operation which is periodically required.

Incidentally, good seamanship brought Jim home without his rudder. By adjusting main, jib and centerboard judiciously, he was able to keep sailing, make port, acquire another rudder, and venture forth in the Egyptian Cup Regatta just in time to encounter 45 to 50 mile an hour squalls, numerous capsized boats in other classes, and a blown-off-station committee boat. But that's another story (see July Scots n' Water).

--Sandy

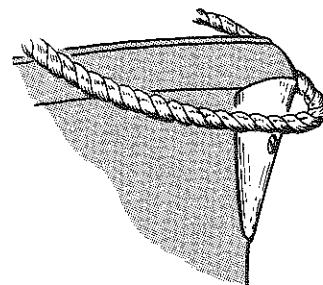
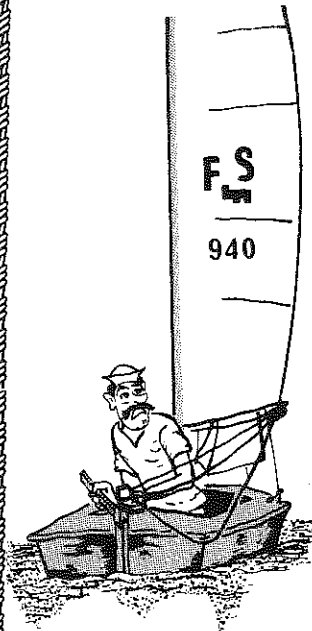
a small centerboarder the boat may spin with the tiller beyond his reach.

In my crewing, and as an observer from the committee boat at a recent regatta, I have seen a number of incidents where the skipper, facing forward and trying to transfer the main sheet from hand to hand with the tiller behind him, lost the tiller with the result that the boat spun, falling off too far on the new tack and, in a couple of cases, coming close to a capsize. This occurred not only in the Flying Scot but in other classes as well.

If the skipper faces aft, on the other hand, he has the tiller in front of him as he turns — and also, preferably, the main sheet — at which time he quickly and surely changes hands on the tiller as he pivots on his toes from side to side. He watches his course over his shoulder, his eyes having to leave the course for only part of a second as he pivots, and he has firm control of the tiller and sheet, firm control of the boat all the time.

In contradiction of what I have written above, there are times when vigorous tiller action is needed, and that is when the wind is strong and gusty, when it is more important to keep the boat going at her proper angle of heel, to prevent being knocked over by a gust, than to worry about rudder drag. There is more wind power than you can use, the boat will accelerate almost instantly, and you will lose more by being knocked over than by using the rudder. Under these conditions use the tiller as needed to keep the boat on her feet even if it requires a lot of action. Perhaps we will cover this subject in a later article.

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Moderwell halts Hanselman's Midwest reign

By JACK BEIERWALTES

John Moderwell, with his crew of three little boys, became the new Midwest District champion, ending Fritz Hanselman's unprecedented string of three previous championships. The regatta for the Midwest District, comprising 19 fleets, was held July 14 and 15 at Wilmette Harbor, Ill., and was hosted by Fleet 3 and Sheridan Shore Yacht Club.

Moderwell, who had a third and a first on the opening day, clinched the trophy with another victory in the final race to overtake Jack Beierwaltes, who had a 1-2-6 series.

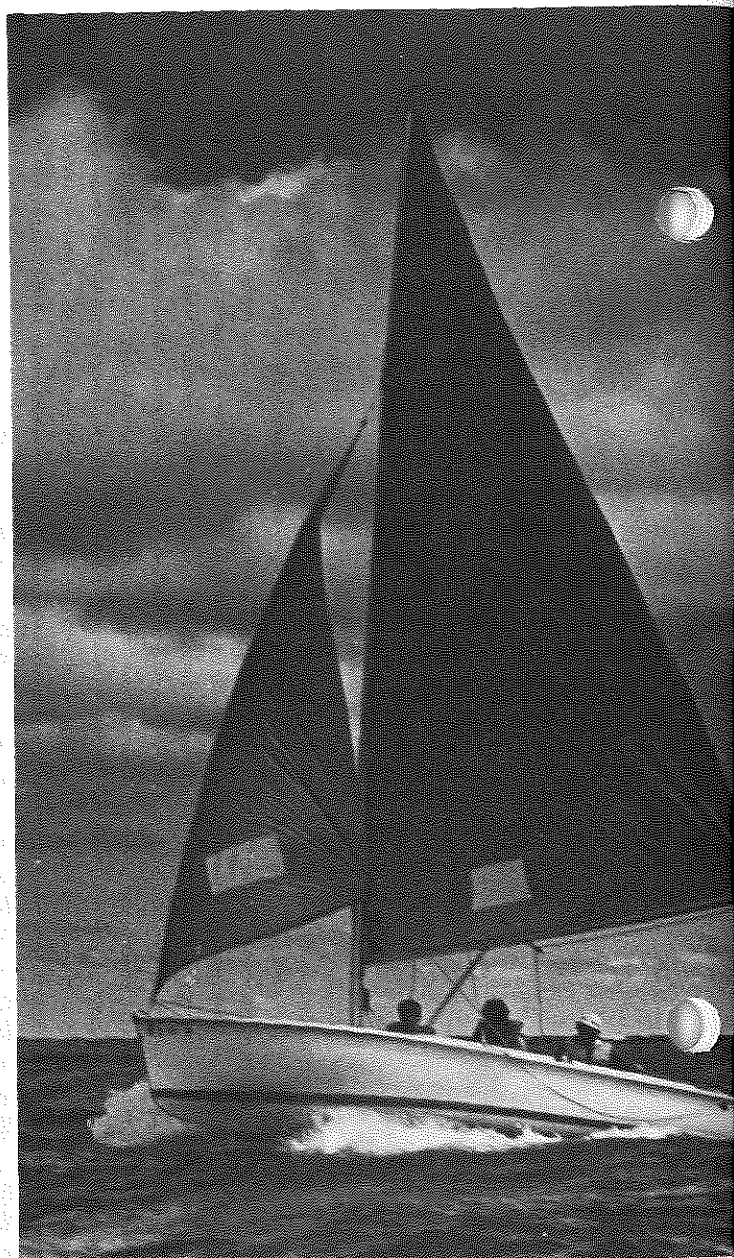
The weatherman provided an unusual range of sailing conditions on Lake Michigan with a light drifter the first race Saturday morning, moderate 10-15 knot winds in the afternoon and 17-22 knot winds from the northeast Sunday blowing up big long surfing seas and wet racing.

In the first race skipper Beierwaltes, with District Governor Bob Schneider, led the 24-boat fleet around all marks to finish first with Scott Stokes second and Moderwell third; all are Fleet 3 sailors.

In the second race, Clark Ashby of Carbondale, Ill., a new Scot sailor in old #4, led the fleet around most of the marks. On the off-wind legs he was outspinnakered, but recovered somewhat on the final beat to take third, allowing Moderwell to win and Beierwaltes to place second.

After the wild heavy weather start of the third race, Moderwell led out on the first beat. On the off wind legs, Hanselman, from Ephriam, Wis., finally showed his true form and overtook Moderwell on the second reach. Moderwell regained the lead in the last off-wind leg, held his lead on the final beat to win. Hanselman placed second, and Stokes, former national runner-up, placed third. Jack Beierwaltes took an unhappy sixth, but placed second in the Regatta, 1/4 point ahead of Stokes.

Skipper	Sail No.	1st Race	2nd Race	3rd Race	Total Points
John Moderwell	1381	3	1	1	4 1/2
Jack Beierwaltes	361	1	2	6	8 1/2
Scott Stokes	715	2	4	3	9
Ernest Godshalk	1966	9	6	4	19
Fritz Hanselman	488	10	7	2	19



GREAT LAKES SAILING — Don Shoemaker of Carbondale, Ill., won the 24-boat Midwest District regatta. The regatta was sailed on Lake Michigan.

Meno outsails fleet

By JACK SEIFRICK

Excellent sailing conditions prevailed on Lake Erie as Fred Meno beat out a field of 19 to become the 1973 Ohio District champion July 21-22.

Saturday's races were sailed in 18-25 m.p.h. winds over an Olympic course. In the first race Meno got off to an early lead followed by Bill Zimmi and Vince DiMaio. The last beat developed into a duel for second with Jack Seifrick edging out DiMaio and Zimmi at the finish line.

Meno opened up a lead early in the second race but was nipped at the finish line by Zimmi. DiMaio again



Seifrick, Ill., leads Charles Kranz of Milwaukee in last race of regatta, off Wilmette, Ill.

Seifrick wins Great Scot on consistency

By DAN BRUBECK

CLEVELAND, Ohio — Jack Seifrick of the Hoover Yacht Club, Columbus, Ohio, proved once again that consistency is even more important than "firsts" as he won the first annual Great Scot Regatta at Edgewater Yacht Club on July 14-15.

Seifrick, Ohio District governor who sails with a family crew, put together a 2-2-3 series and edged out Paul Blonski by $\frac{3}{4}$ of a point in the final race. Blonski sailed a 1-3-4 series. The regatta, which will be billed in future years as the Great Lakes Flying Scot Championships, was sailed on an Olympic course and drew 22 boats.

Winds for Saturday's two races ranged from 8 to 14 knots, with winds somewhat stronger by the end of the last race on Sunday.

In the first race Blonski jumped off to a good lead on the first beat and was never headed. In the second race, sailed in a moderate chop, Seifrick held a small lead early but saw it evaporate on the second beat in a duel with Fred Meno (Hoover YC).

In the final race Dan Brubeck and Dave Solomon, both of EYC, took early port tacks to their advantage. Brubeck overtook Solomon just before the first mark and lengthened his lead on subsequent legs to win. Zimmie overtook Seifrick and Blonski on the second beat to take second in the race and third in the regatta.

Meno, who was third after finishing 4-1 in the first two races, did not start the final race and dropped to sixth in the final standings.

Name & Club	1st race	2nd race	3rd race	Total Points
1. Seifrick (HYC)	2	2	3	7
2. Blonski (EYC)	1	3	4	7 $\frac{3}{4}$
3. Zimmie (EYC)	3	4	2	9
4. Brubeck (EYC)	7	6	1	13 $\frac{3}{4}$
5. Eyerman (HYC)	8	10	7	25

Set for Ohio District championship

finished third with Seifrick falling off to fifth.

Sunday's race was sailed in lighter winds of 15-18 m.p.h. Seifrick led the way at the weather mark followed by Paul Blonski and DiMaio. Meno had early troubles and was well back at the first mark.

The remainder of the race saw the lead alternate between Seifrick and Blonski with Seifrick being in the lead position at the finish. DiMaio maintained a safe third-place position and Meno recovered nicely to finish fourth and salvage his series victory. Final results showed Meno first, Seifrick second, and DiMaio edging out Zimmi for third place honors.

At the district meeting, Dan Brubeck of Edgewater Yacht Club was elected district governor for 1974. The district championship will be held at Cleveland next year and will be open to all Flying Scots. The "720 Rule" was used this year with very successful results. Most skippers felt it was a fair rule and we in the Ohio District plan to continue its use.

Following are the first five finishers.

Skipper	1	2	3	Total Points
1. Fred Meno	1	2	4	6 $\frac{3}{4}$
2. Jack Seifrick	2	5	1	7 $\frac{3}{4}$
3. Vince DiMaio	3	3	3	9
4. Bill Zimmi	4	1	5	9 $\frac{3}{4}$
5. Paul Blonski	5	10	2	17

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.

Two cocktail parties and a dance will be included in the registration fee. Six motels, nearly a dozen restaurants and camping facilities are within 10-20 minutes of the club.

In previous years competition has been keen with many top Scot skippers in attendance. The Executive Committee has sanctioned the event. For further information contact Bowden Palmer Jr., secretary, 1726 Howard St., Jackson, Miss., 39202.

—Bowden Palmer Jr.

41-- DiMaio gives tips at Sail-Around

Vince DiMaio was the main attraction at each course of Fleet 41's Scot Sail-Around earlier this summer, an evening of fine food and fellowship.

DiMaio said desire, practice and a good mental attitude are important ingredients in becoming a better sailor. He also suggested that prospective sailors learn all the rules and review them at least once a year.

Other necessities, as mentioned by DiMaio, include a well-rigged, well-equipped boat and a crew which understands how you want it to function. "Remember, they are 50 percent of the team," DiMaio said. "Ask them to do such things as spot the mark."

The June series at the Crystal Sailing Club saw W. Moore take three seconds and a fourth for first place in a best of six series. He was followed by A. Koch and J. Redman.

D. Smith sailed to two firsts to win the July 4 Lions Cup Series. W. Moore with two seconds was second and R. Riedle was third with a third and fifth-place race.

—Elmer and Marie Manson

45 -- Hospitality to flow in Jackson

Southern hospitality will be flowing the weekend of Oct. 20-21 when Scot sailors get together for Fleet 45's Hospitality Regatta at the Jackson (Miss.) Yacht Club. With guests in mind, 100 yards of launching ramp and 63 curb slips will be available. (Club members move their boats to a nearby marina.) Parking also will be reserved for visitors.

Registration will start Friday, continuing until near race time. The three-race series will begin Saturday with one race that morning and another in the afternoon. The third race will be Sunday morning, followed by trophy presentations. Skipper and crew trophies will be given for the first five boats.

58 -- Beaton takes Spring Invitational

Jim Beaton of Stoughton, Mass., sailed a very impressive series with three firsts and two seconds to win the Fleet 58 Spring Invitational Regatta. The regatta consisted of five races spread over five weekends from May 12 to June 17. The best four races counted for the championship.

May 12 is very early to start the sailing season in New England (I am told) where traditionally it begins on Memorial Day. However, the skippers of Flying Scots have an enthusiasm for sailing that transcends Yankee tradition. The weather for the first race was cold temperatures and winds of 25 knots with gusts to 30, but nine boats answered the starting gun.

A sailing season started early can have its problems. Besides the cold temperatures and strong winds, the race committee boat was not available. The committee improvised a very tricky start and finish which required the fleet to navigate a very narrow channel at low tide. Beating to the finish line, everyone went aground at least once — the channel had shifted during the winter. Norb Kluga finished first, Jim Beaton second, and Jack Rose was third.

The second race, May 20, was sailed under much improved conditions: sunny, easterly winds of 8-10 knots and deep water. Jim Beaton won with Jack Rose second and Art Sweeney was third.

For a repeat performance, Jim Beaton won the third race on June 3 with Jack Rose second and Ray Regan third.

And again in the fourth race, Jim Beaton beat Gabe Perez by 35 seconds to take his third consecutive first in the series. Norb Kluga finished third, 13 seconds behind Perez. The start was a broad reach, and everyone had a great time planning.

After four races, Beaton had built up an unbeatable lead, but a close race had developed between Jack Rose and Norb Kluga for second place. Rose clinched



MEET THE WINNERS — It was a happy moment for Skipper John Aras when his name was added to the Fleet 42 Flying Scot Fleet Activity Award plaque. Aras swept the fall and spring series to be named Fleet 42 champion with crew Jack Williams. From left, Bruno Aras, John Aras, Mary Aras and Williams. (Photo by Bob Stamper)

second place by winning the fifth race, beating Beaton by 20 seconds.

Skipper	Sail No.	1st Race	2nd Race	3rd Race	4th Race	5th Race	Total Points
BEATON	1636	2	1	1	1	2	4½
ROSE	1548	3	2	2	6	1	7½
KLUGA	1377	1	4	5	3	6	12½
REGAN	159	DNF	5	3	DNS	3	18
PEREZ	1146	DNS	9	4	2	5	18

(Only the four best races were counted).

—Norb Kluga

63 -- Harder, Fassnacht tie for first

Though a thunder squall cancelled the third race, cooperative weather saw Fleet 63 members Bob Harder and Jack Fassnacht sail to a tie for first in two races at the Spring Invitational in mid-June. Roger Shipman of Island Heights placed third.

The fleet has held various clinics including a "promotion day" June 30. It also held a one-day Junior Invitational, open to those 18 and under July 14.

—Jack Fassnacht

83 -- High water prompts 'Flood Series'

Since the abnormally heavy rainfall in the early spring which created record flooding on the Mississippi River, Carlyle Lake, Ill., home of Fleet 83, has had to hold its water. Due to reasons difficult to ascertain, the Corps of Engineers have not kept the outflow greater than the inflow. Thus, the seawall and boat trailer parking area of the Carlyle Sailing Association harbor is still under.

Docks are in place, however, and sailing has been going on with a July "Flood Series."

Hopes are high that all will be back to normal before the fall regatta (Whale of a Sail) Sept. 15-16. Anyone interested in registering for the regatta are asked to write to W. L. Wittenberg, 1800 Equitable Building, 10 S. Broadway, St. Louis, Mo. 63102.

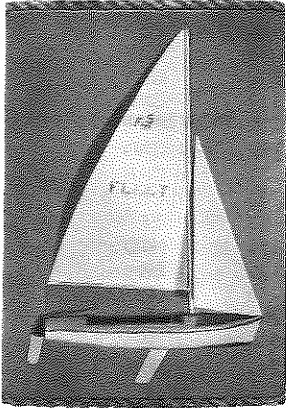
—E. Paul Moore Jr.

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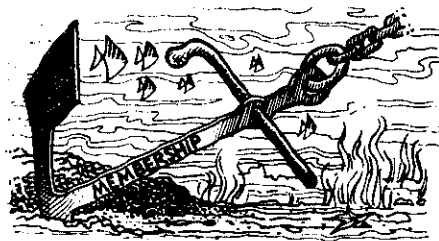
New FSSA members

Boat #	Dist.	Fleet	Name	Address	City	State	Zip
88	CAP		William Tingle	3104 Leechburg Rd.	New Kensington	PA	15068
227	CAP	6	William Slay	1406 Jamie Dr.	Monroeville	PA	15146
242	GNV		Ronald Fink	630 Euclid Ave.	West Hempstead	NY	11552
342	GNV	7	Robert Brady	16 Terrace Ave.	Riverside	CT	06878
415	GF		Adam Gambel	24 Fontainebleau Dr.	New Orleans	LA	70125
436	GNV		Martin Wolf	300 Central Pk. W. Apt. 14F	New York	NY	10024
503	GNV		Robert Forman	183 Candee Ct.	Oceanside	NY	11572
526	MID		Henry Noffke	2200 White Swan Dr.	Oshkosh	WI	54901
554	WNY		Fred Hubble III	Cornell Univ. Chem. Dept.	Ithaca	NY	14850
562	M-O		Lee Wilson	13672 Shady La.	Monroe	MI	48161
581	M-O		W. James Mast	300 Cloverly	Grosse Pte. Fms.	MI	48236
595	MID		Daniel Toll	105 W. Adams St.	Chicago	IL	60603
701	NE		Jean-Pierre Auger	483 2nd St.	Shawinigan Quebec	CAN	
725	CAP		W. C. Sigmund	102 White Oak Dr.	Pittsburgh	PA	15237
730	M-O		Dr. D. J. Weise	7249 E. Shore Rd.	Traverse City	MI	49684
740	CAR	108	David Watkins	1607 Valleymede Rd.	Greensboro	NC	27410
770	MID	107	Keith Keane	318 E. McArthur	Appleton	WI	54911
781	MID		Dr. Robert Lewis	Rt. 1, Grey Lake	Sturgis	MI	49091
830	M-O		Robert Lindsey	1495 King George Blvd.	Ann Arbor	MI	48104
924	M-O		Peter Hasbrook	414 Southlawn	E. Lansing	MI	48823
955	NE		J. J. Cheney	95 Viden Rd.	Quincy	MA	02169
1005	GNV		Ronald Lindsay	13 Bailey Ave.	Yalesville	CT	06492
1120	PR	59	Bob Stone	6743 S. Oswego	Tulsa	OK	74136
1143	MID		Austin Pickering	627 S. Patton	Arlington Hgts.	IL	60005
1242	TX	32	Gordon Gibb	4018 Long Grove Dr.	Seabrook	TX	77586
1285	OH		David Haase	3160 W. Bancroft St.	Toledo	OH	43606
1318	MID		Peter F. Engebretson	1200 Urpandale La.	Wayzata	MN	55391
1343	PR	89	Paul Hansmire	4515 Brentwood Dr. Apt. 11	Kansas City	MO	64111
1362	OH		John Keller	1505 McPherson	Fremont	OH	43420
1380	GNV		Jack Keitel	3488 Daniel Crescent	Baldwin Harbor	NY	11510
1382	MID	107	Philip Mounts	505 E. Wisconsin Ave.	Neenah	WI	54956
1393	OH		Joseph Coates	675 Blueberry Hill	Canfield	OH	44406
1568	MID	107	Brian Templeton	980 Bridgewood Dr.	Neenah	WI	54956
1570	GNV		Dr. Vincent Donnelly	444 Valley Rd.	Fairfield	CT	06630
1579	CAP		Robert Stoepker	9530 Center St.	Vienna	VA	22180
1604	OH		James Turritin	6895 Haymore Ave. W.	Worthington	OH	43085
1718	TX		Philip Guidry	3610 Brittany	Pt. Arthur	TX	77640
1720	TX	67	Frederick Door	8102 Golden Forest	San Antonio	TX	78239
1750	CAR		James Dugan	W. Beaufort Rd.	Beaufort	NC	28516
1867	PAC		Jack O'Donnell	1514 Fifth	Cheney	WA	99004
1888	PR	39	Eugene Hamilton	2736 E. 15th St.	Joplin	MO	64801
1903	CAP		Fred Kollmorgen	1908 Joliette Ct.	Alexandria	VA	22307
1926	CAP		Bernard Polin	Box 269	Selbyville	DE	19975
1932	M-O	41	Walter Torgersen	609 Reed Ct.	Northville	MI	48167
1990	CAP	63	Robert Harder	1314 Tulane Rd.	Wilmington	DE	19803
1998	PR		Nathan Turnbo	4330 E. 72nd Pl.	Tulsa	OK	74136
2088	CAP	42	Maurice Pollard	5006 N. 25th St.	Arlington	VA	22207
2103	GNV	7	James Simpson	21 Spring St.	Riverside	CT	06878
2111	CAP	81	John Roberts	2097 Hollywood Dr.	York	PA	17403
2128	PR		L. J. Watson	208 Wadjack Dr. Apt. E	Norman	OK	73069
2129	GNV		Carl Freyer	30 Northway	Old Greenwich	CT	06870
2137	CAR	27	Richard Soloway	603 Morgan Crk La.	Chapel Hill	NC	27514
2153	CAP		Dr. Henrietta Moritz	10 Palmer Green, Cross Keys	Baltimore	MD	21210
2168	CF	85	Clarence Rigsby	1522 Madison Ave.	Montgomery	AL	36104
2174	MID		William Allen	700 Cambridge #132	Hopkins	MN	55343
2189	PR		Bruce Bjorke	604 SW 3rd St.	Rugby	ND	58368
2206	M-O		John Ludlow	606 Brule Rd.	Marquette	MI	49855
2243	PR	59	Joe Becker	5248 S. Marion Ave.	Tulsa	OK	74135
2248	GNV	94	Laszlo Viemann	RD 2, Box 370R	Neshanic Sta.	NJ	08853
2249	MID		Dr. Bowen Campbell	3830 Ingersoll	Des Moines	IA	50312
2250	CAP	6	Lewis Bassie	708 Lasell Dr.	Champaign	IL	61820
2258	GNV		Thomas Russell	Hill & Hollow Rd.	Hyde Pk.	NY	12538
2259	CAP		Donald Griffin	206 Coleen Dr.	Pittsburgh	PA	15236
2263	NE	58	Dr. Robert Becher	2 Elm Dr.	Canton	MA	02021
2267	CAP		Lester Johns	5025 Mauretania Ave.	Harrisburg	PA	17109
2269	CAP		Henry Butcher, IV	6621 Queens Ferry Rd.	Baltimore	MD	21239

New FSSA members

Boat #	Dist.	Fleet	Name	Address	City	State	Zip
2311	MID	2	Robert Verplank	Box 2222	W. Lafayette	IN	47906
2312	MID	2	Dr. L. J. Urschel	124 Blackhawk La.	W. Lafayette	IN	47906
2314	OH		Joseph Tuchman	619 Upper Merriman Rd.	Akron	OH	44303
2315	MID		Harold Zigmund	3823 Golf Course	Grand Rapids	MI	55744
2316	CAR		John Brown	Box 448	Elkins	WV	26241
2317	GNV		Charles Lapp	438 Summit Ave.	Cedarhurst	NY	11516
2319	GNV		Dr. Hubert Bush	56 Brightwood La.	W. Hartford	CT	06110
2321	CAR		Robert Douglas	705 Merwin Rd.	Raleigh	NC	27607
2322	CAP		Thomas Hollander	272 Vee Lynn Dr.	Pittsburgh	PA	15228
2327	M-O		Richard Prosch	P.O. Box 245	Montague	MI	49437
2328	M-O	20	Ned Stirton	44731 Charnwood	Plymouth	MI	48170
2330	CAR		Bill Ramsey	1720 Lexington Dr.	Lynchburg	VA	24503
2333	OH	43	Peter Byles	824 Ostrom Ave.	Syracuse	NY	13210
2337	TX	32	T. B. McGrenera	1110 Rhine La.	Houston	TX	77090
2345	CAR		Camp Graham G.S.A.	Box 59, Route 8	Raleigh	NC	27612
2347	OH		Reynold Hoefflin	2345 Kemp Rd.	Dayton	OH	45431
2348	PR		Donald Callaway	P.O. Box 23	Ft. Smith	AR	72901
2351	M-O		Louis Smith	1909 Tahoe Cir.	Okemos	MI	48864
2353	OH		Henry Armstrong	5274 Cambrian	Toledo	OH	43560
2354	M-O		Albert Miyama	37083 Gilchrist	Westland	MI	48185
2356	M-O		Donald Berg	14373 Blackburn	Livonia	MI	48154
2358	OH		Thomas Sweeney	20560 Shellburne	Shaker Hgts.	OH	44122
2359	OH		Antanas Jucaitis	15803 Damon Ave.	Cleveland	OH	44110
3460	MID	3	James Peterson	77 Lakewood Pl.	Highland Pk.	IL	60035
2365	GNV		Joseph Hillman	205 W. 89 St.	New York	NY	10024
2378	M-O		Clarence Lile	40762 Regency Dr.	Sterling Hgts.	MI	48078
2400	MID		Arthur Bruemmer Jr.	12855 N. Oriole Lane	Mequon	WI	53092

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Schultz first as Scots lead huge fleet

By E. LYNN

More than 200 sailboats showed up in the small coastal town of Oriental, N.C., for the 10th Oriental Sailing Social on July 7-8. The Flying Scots, with 33 entries, boasted the largest fleet in the regatta.

Dick Schultz, with a 2-3-5 series, edged Hal Walker by $\frac{1}{4}$ of a point for the Scot championship. Schultz also claimed the Ragen Memorial Trophy, which goes to the winner of the largest class.

The winds Saturday for the first race were 12-18 miles per hour, shifting and streaky. Elsie Bolton starting near the pin took an early lead, while Macon Singletary, the newly crowned district champion, also started near the pin. Half-way up the windward leg Schultz and Walker started down the line sailed into favorable lifts.

Schultz tacked on a header and carried to the mark closely followed by Bolton, Singletary and Walker. The positions stayed the same on the reach. On the run Singletary passed Bolton and established bouy room at the mark on Schultz. Singletary held the lead to win with Schultz second.

The wind for the second race dropped to 9-10 m.p.h. and the race committee shortened the course to one time around. The course was the same as in the first race, but a wind shift caused the pin to be the favored end. The jam caused several boats to jump the gun. Schultz rounded the mark to start again, Walker dipped back and restarted, but Jim Willis not realizing he was over continued to sail.

Walker and Willis broke loose from the fleet. They led at the windward mark and reaching mark. Bert Allen, Walter Phillips, Schultz and Talbot Parker came out of the fleet on the run. On the last windward leg Walker pulled ahead and finished first. Parker placed second, Schultz third, Bolton fourth and Debbie Peterson fifth.

Sunday the fleet sailed a shortened course once

around. Willis started on the starboard tack and held it out to the lay line. Dale Arthur and Willie Roberts also sailed the starboard tack.

Schultz was in 14th place at the first mark and Singletary was in 22nd place. Positions were held on the reach. Willis and Roberts dueled down the spinnaker leg with Roberts rounding the mark in first place closely followed by Willis.

The windward leg to the finish saw Willis regain the lead and cross the line in first place. Roberts finished shortly in second. Arthur and Manning picked up Schultz and Walker. Myatt then passed Schultz and that gave Walker the one boat he needed to place first. Arthur crossed the line in third. Walker finished fourth.

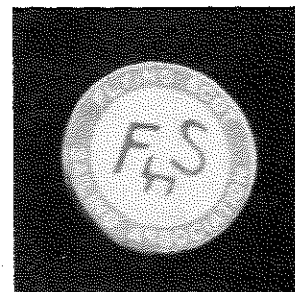
As Manning and Myatt approached the finish line the wind shifted. The shift allowed Schultz to finish in fifth place with Manning in sixth. Schultz' finish gave him the championship by $\frac{1}{4}$ of a point with Walker in second and Parker third. The top five boats, and the race placements are as follows:

Skipper	Sail No.	1	2	3	Total Points
1. Dick Schultz	1885	2	3	5	10
2. Hal Walker	171	6	1	4	10 $\frac{1}{2}$
3. Talbot Parker	440	8	2	7	17
4. Bill Myatt	2270	5	8	7	20
5. Tom Manning	712	4	13	6	23

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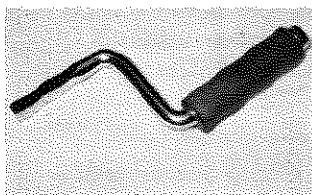
- Aug. 11-12 Lake Monona Sailing Club Regatta
Lake Monona, Wis.
- Aug. 18-19 Egg Harbor Yacht Club Regatta
Egg Harbor, Wis.
- Aug. 21-24 FSSA North American Championship
Riverside, Conn.
- Sept. 8-9 Hoosier Hot Scot Regatta
Muncie, Ind.
- Sept. 8-9 Walter Collier Regatta
Washington Sailing Marina
- Sept. 15-16 President's Cup Regatta
Washington Sailing Marina
- Sept. 15-16 Whale of a Sail
Carlyle Lake, Ill.
- Sept. 15-16 Lake Minnetonka Invitational Regatta
Minneapolis, Minn.
- Sept. 29-30 White Rock Regatta
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Governor: ROBERT E. SCHNEIDER
1015 Century Ave.
Wilmette, Ill. 60091

- 2-LAFAYETTE, INDIANA-Lake Freeman
- 3-WILMETTE, ILLINOIS-Lake Michigan
- 9-STURGIS, MICHIGAN-Kijner 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
- 95-MINNEAPOLIS, MINNESOTA-Lake Minnetonka
- 107-NEENAH, WISCONSIN-Lake Winnebago
- 110-ROCHESTER, MINNESOTA-Lake Pepin

PRAIRIE DISTRICT

Governor: WILLIAM H. BURDEN, JR.
2625 East 13th Street
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-Tomasia Bay
- 100-SEATTLE, WASHINGTON, Lake Washington
- (s)-Charter Suspended

FLYING SCOT SAILING ASSOCIATION

DISTRICTS



FLEETS

MICHIGAN-ONTARIO DISTRICT

Governor: JAMES R. SMITH
229 Lothrop Road
Grosse Point 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

OHIO DISTRICT

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
- 37-WESTERVILLE, OHIO-Hoover Reservoir
- 65-DELLROY, OHIO-Atwood Lake
- 101-AKRON, OHIO-Turkey Foot Lake

GULF DISTRICT

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

- 38-MOBILE, ALABAMA-Mobile Bay
- 45-JACKSON, MISS.-Ross Barnett Reservoir
- 56-FORT MYERS, FLORIDA-Caloosahatchee 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

WESTERN NEW YORK DISTRICT

- 35-CHAUTAUQUA, NEW YORK-Chautauqua Lake
- 43-SYRACUSE, NEW YORK-Skaneateles Lake

- 53-CAYUGA, NEW YORK-Cayuga Lake
- 104-OLD FORGE, NEW YORK-Fourth Lake
- 109-COOPERSTOWN, NEW YORK-Otsego Lake

NORTHEAST DISTRICT

Governor: CLARENCE A. ROSE
8 Cedar Ridge Drive
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 Massapog
- 77-MENAUHANT, MASS.-Vineyard Sound
- 105-COHASSET, MASSACHUSETTS-Cohasset Harbor

GREATER NEW YORK DISTRICT

Governor: ROBERT E. RICH
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-Barneget Bay
- 22-SPRAY BEACH, N.J.-Little Egg Harbor
- 24-BROOKFIELD, CONN.-Candlewood Lake
- 31-SHORE ACRES, NEW JERSEY-Upper Barneget 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

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-HAVRE DE GRACE, MD.-Susquehanna River
- 80-PITTSBURGH, PENNA.-Lake Clarke
- 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
- 78-MOREHEAD CITY, N.C.-Bogue Sound
- 108-SOUTHMONT, N.C.-High Rock Lake
- 111-MARIETTA, GA.-Lake Lanier