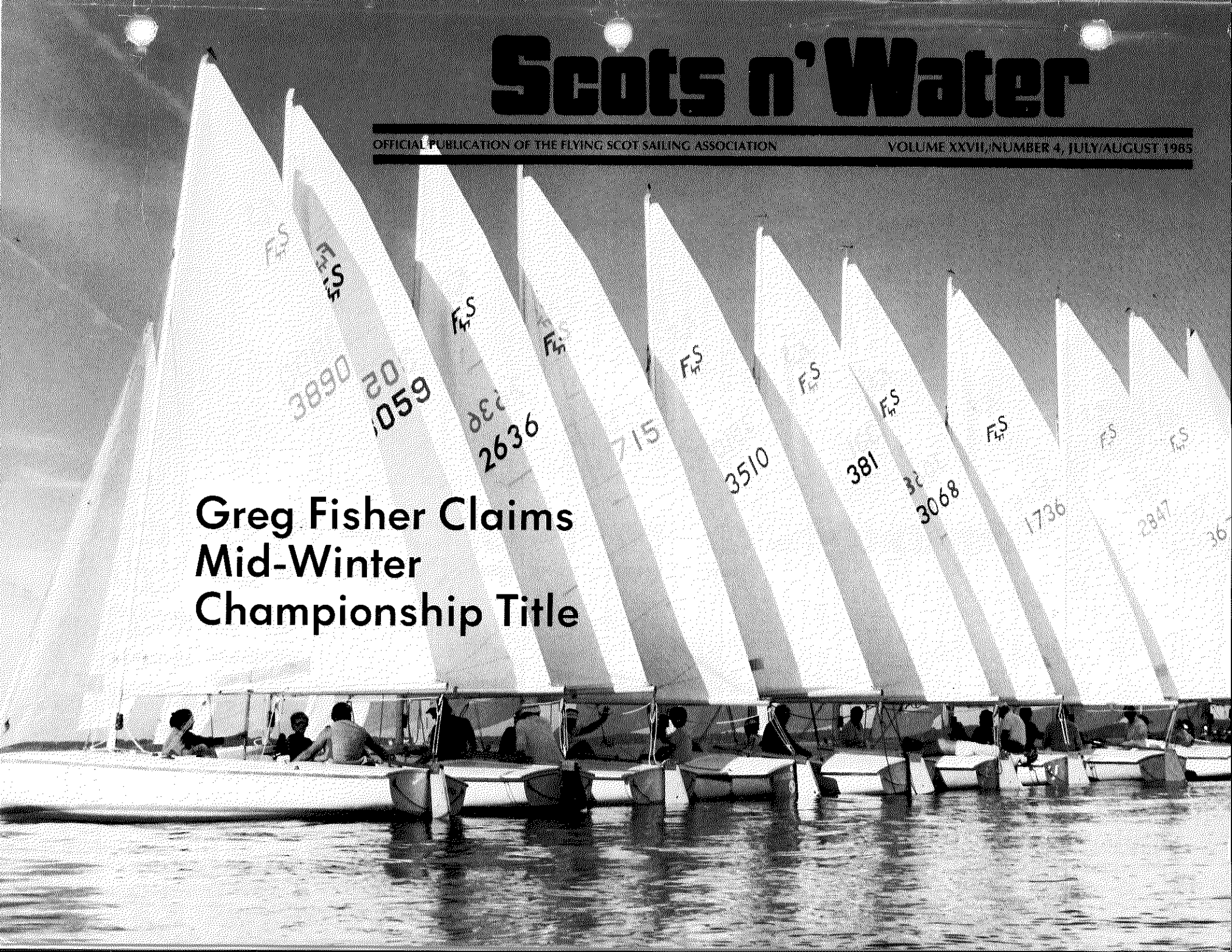


# Scots n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOT SAILING ASSOCIATION

VOLUME XXVII, NUMBER 4, JULY/AUGUST 1985

## Greg Fisher Claims Mid-Winter Championship Title



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**Cover Photo: The "action" before a light air race, Florida style. Gus Chennels photo.**

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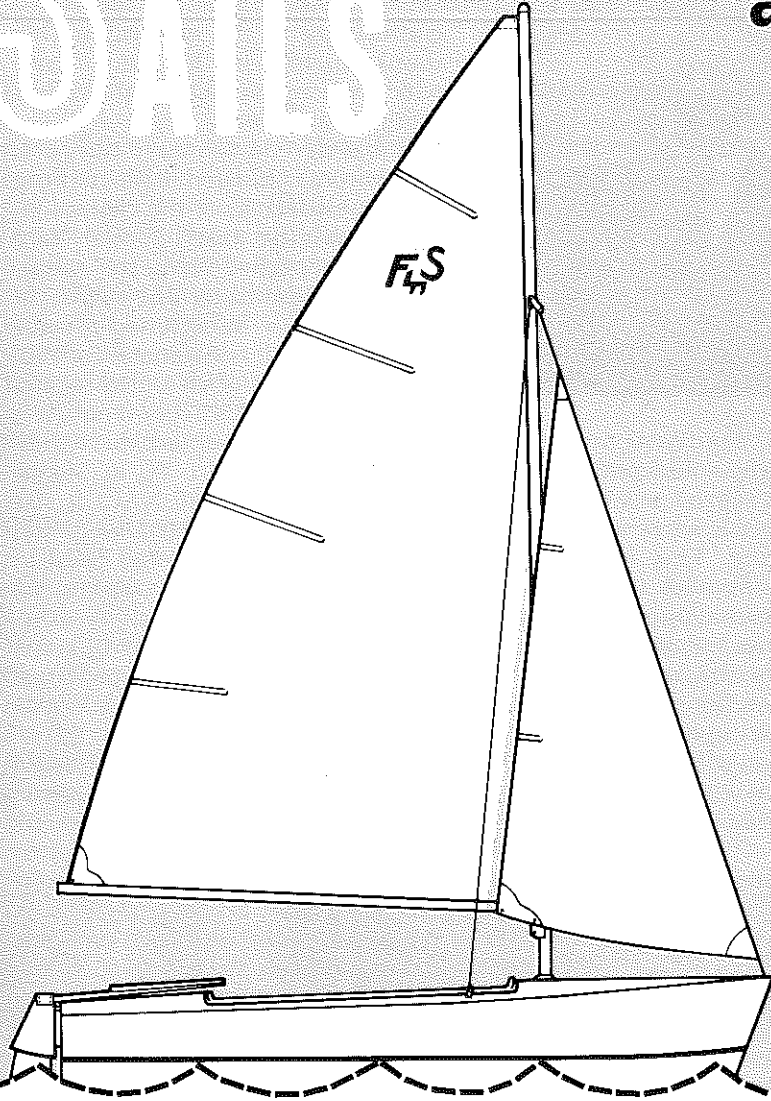
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### Scots n' Water

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84 Michigan Districts 1st\*  
84 Ohio Districts 3rd  
84 Southern Regional Championships 1st, 3rd  
84 Oriental Sailing Social top 4  
84 Harvest Moon top 3  
84 Sandy Douglass Regatta 1st, 2nd  
83 Sandy Douglass Regatta 1st

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# The President's Column

*This is the last column for Hal Walker as President of the FSSA, though I suspect it will not be the last time his thoughts grace our pages. I thank and commend him for being one of the most consistently communicative presidents this Association has ever had. You should too! Ed.*



The Mid-Winters at Panama City mark a break in winter for the northern skippers who trailer their Flying Scots to Florida. At the start of the week of April 1, when I was there, it appeared that the sun and breezes would be just what the snow-weary types needed for some spiritual uplift. Warm thanks from the association to Bo and Betty Smith, Allen Douglas, and all the great people at St. Andrews Bay YC who, once again, gave us the Mid-Winters!

I enjoyed a sail with Executive Secretary Ed Eubanks and his children on Tuesday morning, then plunged into conferences and committee meetings. That evening we had good attendance at the meeting of the governing board. I especially appreciate the presence there of those officers and district governors who flew in just to do the business of the FSSA. A convivial cocktail party and an excellent dinner prepared us a bit for the usual evening of debating, normally finished only at midnight or beyond.

On this occasion I believe that our lengthy discussions brought forth some good results. I was gratified at the support by the board for an important amendment to the FSSA bylaws. An addition to bylaw B VIII

now forbids the holding of any sanctioned FSSA regatta at a site having overhead electric wires which could contact rigging. This action, taken in collaboration with the efforts of USYRU to eliminate such dangers, puts FSSA on record as a major sailing class which will not sanction hazardous conditions at sailing sites. This is a most important step toward the protection of all sailors and not just our own skippers and crews. I urge all Flying Scot sailors to put pressure on officials at clubs or marinas where danger of electrocution exists. The Gulf Yachting Association has been showing the way in this good work of getting power lines buried.

Another bylaw change states that sanctioned regattas of the FSSA shall base sailing instructions on the standard USYRU format published in the new 1985-1988 International Yacht Racing Rules, Appendix 12. It is recommended that all Flying Scot events follow this guide. Regatta chairmen will do well to observe the

guidelines in Appendix 13, Guide to Principal Events.

FSSA Secretary Tom Ehman Jr., as a member of the NAC committee, wrote up and submitted standard sailing instructions for the NAC, conforming to the new rules. Our thanks to him for his vital service which will update and improve our sailing instructions.

It was agreed to merge the NAC committee, charged with making policy and format of the championships, and the International Race Committee, called for in the constitution to administer the NAC. In the future, a Sanctioned Events Committee will coordinate both aspects, as well as offer aid to regatta committees for any Scot event.

Your board accepted the invitation of the Gulfport YC in Mississippi to host the 1986 NAC. It also sanctioned a Southern Regional Championship that was held at Southern YC, in New Orleans, on Memorial Day weekend. A sanctioned Northern Regional Championship Regatta was held on Great Sacandaga Lake in New York state on June 22-23.

As you note, much of our board business dealt with sanctioned events and their management. These include national, regional, and district regattas. A standard of high quality in Flying Scot events can only enhance and help build our class and its reputation. With board actions such as these, I believe that some things of real value to the FSSA have taken place in my administration.

I have appreciated the opportunity to serve you as class president and particularly the chance to get to know so many of you personally. Thanks and good sailing.

*Hal Walker  
FS 171*



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# IMPORTANT NEWS

## Fleet of the Year

Why not enter *your* fleet in the Fleet of the Year contest? Many fleets have the attitude that "we could never win" so they never try. That's a shame because the number of fleets entering has become increasingly small in recent years. Your district governor and fleet captain should have received information on this already. If not, contact the association headquarters ASAP. They can provide you with any information you may need.

## Officer Changes

If your fleet or district is changing officers, please let *both* the association headquarters and the editor of *Scots n' Water* know as soon as possible. We would like to have accurate records and get this updated information into *Scots n' Water* as soon as possible. Please do your part! We promise to do ours!

## Regatta Reports

We have listed dozens of regattas again this year. If last year is any indication, only a small percentage will send a report about the regatta to your editor. Please send one in! It will publicize your event, make the sailors feel good, and give us all some good memories in the reading of the fall/winter issues. Pictures are always nice, too!

## Publication Deadlines

September issue  
November issue

July 1  
September 1

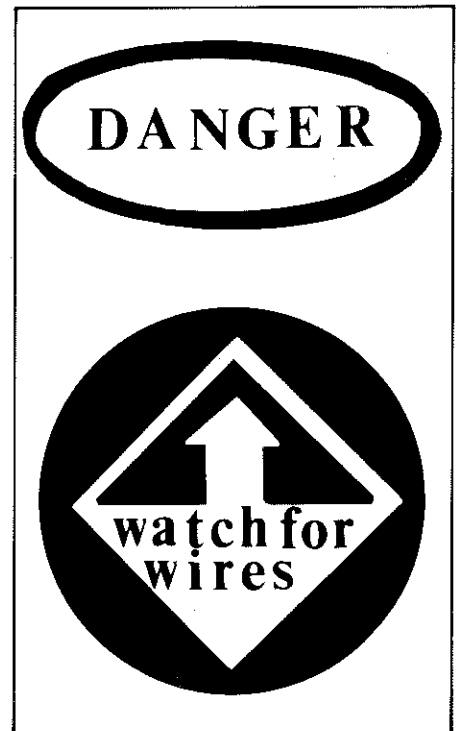
## Article Ideas

I am pleased to have received four or five ideas and/or actual manuscripts in the last few months. They will be worked into the magazine as soon as possible.

Why not send your *ideas* for articles along? And if you really feel energetic, how about actually writ-

ing an article?

Again, if you have any pictures (you *must* have some!) of Scots and/or Scots sailing, send them in. We always need them!



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# ASSOCIATION SPOTLIGHT

## KEN "Perky" PERKINS

The Flying Scot Sailing Association has lost a friend, one of the earliest and most enthusiastic Flying Scot owners, Ken Perkins, the original owner of PERKY, Flying Scot No. 11. Old-timers will remember Ken's spontaneous chuckle and hearty laugh. What memories they bring back of the early days at Put-in Bay, of Atwood Lake and Ken's home club, Edgewater Yacht Club.

Ken and Ethel Perkins. Mary and I recall the time, years ago at Atwood Lake, when Ken had had problems with that frustrating Atwood Lake wind. We all could sympathize, having suffered in the same way. In answer to our asking Ethel where Ken was, she ruefully replied, "Ken's gone to cut his throat."

For twenty-seven years Ken was one of our most ardent, faithful and best-loved Scot owners. We grieve with Ethel and with Ken's many friends. *Sandy Douglass*

## Bulletin Board

Wedding bells have rung for two of our well-known "younger" sailors in recent months.

Long-time Scot sailor and sailmaker Kelson Elam married Jerri down in Dallas, Texas, on March 16, 1985. The Dees family, the "First Family" of the South, attended and reports that Kelson's lady is not only attractive but also seems to be able to control Kelson, which is no mean feat! Congratulations Kelson and Jerri!

More recent Scot sailor - and champion many times over - Andy Fox has recently been putting his life in order as well. Andy completed his degree in business administration after several long years while running his Thistle boat-building business. He also

married long-time lady Kathy Allen this spring and took a job with Georgia-Pacific as well! Andy's successes in so many fields can certainly be attributed to dedication and ability. Unfortunately his new commitments have reduced his sailing time greatly, and it may be a while before we see Andy sailing in a major Scot regatta. Congratulations Andy and Kathy! Hope to see you in a Scot soon.

Congratulations also to long-time Scotter and past officer Ted Glass. Ted was recently elected as a director on the United States Yacht Racing Union board. We will get excellent representation from Ted!

The Bulletin Board accepts any announcements of interest to our membership. Send them in to your Editor!

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# The Governor's Report

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## Michigan-Ontario District

Doug Christensen  
FS 1190

Like its southern neighbor Ohio, the Michigan-Ontario District is long on Flying Scot history, with many of the earliest fleets in the country still actively participating in Scot sailing. And, unlike most other districts in the FSSA, ours is a truly international one with two fleets in nearby Canada.

The M-O District began when Edison Boat Club, in Detroit, became the first club in the association to adopt the Scot as the official club boat and purchased several for club members' use in daysailing and racing. On the Detroit River, nearby clubs which then adopted the boat included Detroit Yacht Club (Fleet 16), Grosse Pointe YC (Fleet 17), and Detroit Boat Club (which does not currently belong to the Association).

Inland lake sailing began on Klinger Lake in Sturgis (Fleet 9). That fleet's lead was soon followed on Gull Lake, Kalamazoo (Fleet 15); Portage Lake, near Ann Arbor (Fleet 20); Crystal Lake, near Lansing (Fleet 41); Lake Orion (Fleet 52) and Elk Lake, near Traverse City (Fleet 113).

We became an international district when Fanshawe Lake, London,

Ontario, Canada, was chartered as Fleet 33. Fleet 148 became our second Canadian fleet when it was formed on Stony Lake, Ontario.

Since the adoption of club boats received its start here, I would like to spotlight one of those clubs this month. Though perhaps not identical to all club-owned Scot operations, it may give those of us who own our boat a flavor of the "club-boat" life.

*"Help Wanted: Full time boat scheduler. Strong organizational skills required. Apply to Detroit Yacht Club . . ."*

Consider the logistics of the Flying Scot program at Detroit Yacht Club. A fleet of seventeen club-owned Scots chase the ice from the Detroit River in mid-March. From then until mid-November, the fleet will be in constant dawn-to-dusk action.

Saturday sailing, from launching until mid-May, represents the Spring Series. Skippers are randomly paired and assigned a boat. Back-to-back races are sailed with the first skipper becoming the crew for the second race. Then it is back to shore for new pairings and boat assignments. Up to six races a day can be run on the short course on the Detroit River.

*(continued on page 8)*

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## Member Profile

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### Jerry Hartman, FS 3578

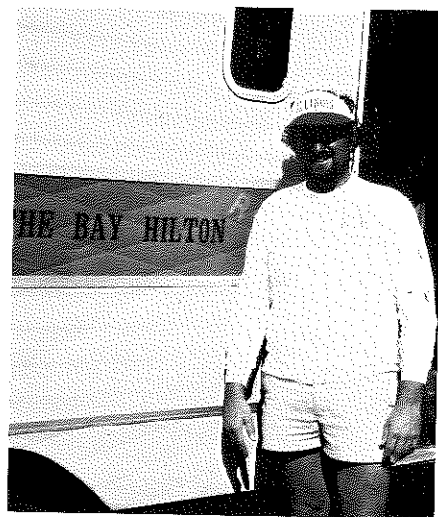
As people begin gathering at regatta sites throughout the Mid-West, and especially at Mid-Winters and Nationals, you will sometimes notice them looking around, as if to see if everything is OK, if it is going to be a good time. As sailors renew friendships and friendly rivalries, they question who is coming to sail. Inevitably, someone will soon ask, "Jerry's going to be here, isn't he?" And as he pulls in with the "Bay Hilton," you know the fun has begun; the regatta is "officially" started!

During the last several years, it seems that no regatta is complete or "sanctioned" without Jerry and his increasingly famous "Bay Hilton." He and his 28-foot motorhome are always parked in the thick of the action, as near to the clubhouse as possible. The Bay Hilton quickly becomes the official "unofficial" regatta headquarters. Host to winners — and those who would be — Jerry serves up a great mixture of friendship, appropriate sympathy over failed race plans, competitive zeal, tall tales, and liquid refreshment to all who venture by.

Jerry dove in to Scot sailing head first! In 1977, his cousin Mike (who makes the circuit a lot, too!) twisted Jerry's arm enough to get him to go sailing one afternoon. In the area of Illinois from which Jerry hails, lakes are few and far between, but Jerry had always wanted to try sailing. With that one Scot sail, he was hooked.



*Sailing in the Michigan-Ontario District.*  
JULY/AUGUST 1985



*Jerry Hartman and the Bay Hilton signal the start of any regatta.*

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## Governor's Report

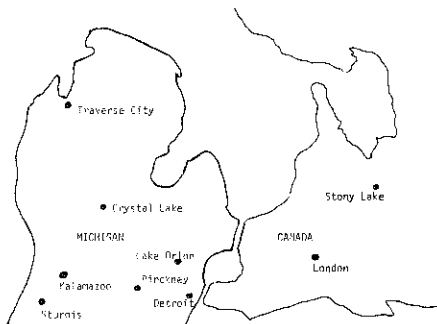
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After the Spring Series comes the Detroit River Yachting Association Summer Series. The DYC boats are joined for racing in Lake St. Clair by boats from Edison Boat Club and Detroit Boat Club. Eligible skippers from DYC are selected by a complex formula including standing from the previous years' Fall Series, Club Championship, and the current year's Spring Series. The DYC Club Championship and the DRYA River Championship regattas on Labor Day weekend mark the end of the summer program.

After Labor Day, the Fall Series uses the same boat and crew-drawing format as in the spring. Racing continues on the river until early November.

But the boats are not used only for racing! Throughout the summer the boats are used daily in other programs as well. Monday through Thursday, the boats are used by 60 young adults in the Junior Sailing

Program from noon to 3 pm. On Tuesday afternoon, Ladies Only racing takes place. Wednesday nights provide fun and novelty through scavenger hunts, singlehanded racing, and racing to collect tokens placed on river navigation aids. The adult Novice Training Program takes over on Tuesday and Thursday evenings with over 100 new members a year participating.



The Flying Scot program at DYC is self-supporting from skipper registration fees. The maximum age of the boats in the fleet is kept to seven years (but such hard years!) by the purchase of two or three new boats each season. Likewise, several new sets of sails are added to the sail inventory each year. Maintenance of

the fleet is handled by a committee of volunteers that work extremely hard to keep the very active fleet of Scots in the best condition possible.

While Scot sailing throughout the District takes the form of pleasure sailing and racing that would be familiar to us all, sailing a club boat, whether at DYC, EBC or GPYC, is certainly a different, interesting, and, oftentimes, challenging experience.

Here's to the sailors of the Michigan-Ontario District!

---

## Member Profile

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Showing his unique combination of optimism, courage, and headstrong behavior, Jerry ordered a new Scot that fall and took it down to Florida — to sail in the 1978 Mid-Winters! *Never having raced a boat, and only having sailed one afternoon in his life!*

In the practice regatta at Fort Walton Beach, Jerry and his crew managed to finish dead last. So what? They had a good time and Jerry became more hooked than ever.

---

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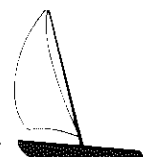
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But they didn't *just* have a good time! They asked a lot of questions and learned how to race, real fast. So fast, in fact, that in his first major regatta, having sailed only a few hours in his life, Jerry placed fifth at Mid-Winters!

Since that time, Jerry has continued his winning ways. He has won his fleet championship on newly-made Lake Clinton and has cap-

---

*Winning is important,  
but friendship and family  
are even more so.*

---

tered numerous District crowns, as well. He always finishes in the top group at any regatta, no matter how big. Without question, Jerry is one of our class' finest racers.

But we have a lot of fine racers. What separates Jerry from other successful racers is his attitude. Winning is important to him, but friendship and family are even more so. Jerry has always helped other sailors

both with timely advice and friendly encouragement. He has taught his two children, Melissa and Mark, how to sail and takes great pleasure and pride in his sailing relationship and success with Mark, who sails with him more and more frequently. And unlike many successful racers, Jerry is very easy to sail with; he's just as much fun on the water as off.

Jerry is a tremendous supporter of the Flying Scot and the Class. He has helped guide many people into their first Scot and introduced many people into racing. He has also helped the Class, as a whole, with contributions as District Governor and with articles for *Scots n' Water*, including his excellent article last year on how to introduce kids to sailing.

Jerry manages apartment buildings in Champaign-Urbana in his "spare time." As intensely involved in football as he is in sailing, you will find Jerry hosting award-winning "tailgate parties" at both home and away games of Illinois University.

We are indeed fortunate to have a friend and sailor like Jerry Hartman in our association. And without the "Bay Hilton," many regattas would never quite have the desired Hartman "Seal of Approval."

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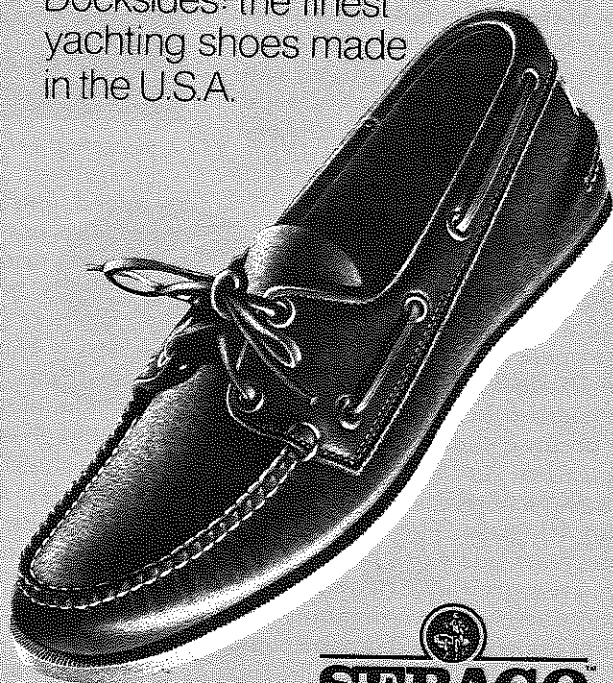
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# Everything You Always Wanted to Know about Turtles, but Were Afraid To Ask

A recent Scot "convert" explains why it happens and how to prevent the dreaded turtle.

---

*Jack Rudy*  
*FS 3558*

---

*TURTLES* — Are what Mrs. Turtle has when she has babies.

*TURTLES* — To my crew, are pecans covered with chocolate.

*TURTLES* — In the title, however, refers to the burning question:  
"Are *TURTLES* what Flying Scots turn when they lose their upright attitude?"

Or, if we must talk straight, do Flying Scots, once capsized to the mast-on-the-water position, continue rotation to the mast-straight-down position — do they *TURTLE*?

This is, if you have not guessed, going to be an article about capsizing in general and about capsizing Flying Scots in particular. Our claim of expertise here will be based on the premise that experience is the best teacher. And experience we have had! We campaigned a Thistle for about 10 years. The last several of those years our store of Rudy children-crew grew up/dried up and we found ourselves "two-manning" it. I do not know our total capsizes count, but crew is adamant that the final year of Thistle campaigning included exactly five of those wet trips. Five times over, but never a' turtling did we go. Thistles go over quickly, and come up easily. They come up



*A Flying Scot which has "lost its upright attitude."*

swamped, but they generally keep their masts out of the mud.

Then we made the move. We opted for stability and comfort. We became Scotters. And of course we did our *Scots n' Water* researching about our new boat. We certainly read all about how, in the unlikely event that we should go over, we need only get to the centerboard in good time, and our new boat will quickly pop right up — dry! That thought came to us one summer morning as we were busy toothbrushing mud out of our masthead. Thus was born the idea for this written contribution.

The final bit of experience needed to qualify us for this treatise came one hot summer day on our pond, Lake Cowan. We were completely occupied by the busywork of a Sunday race when we noticed several of

our neighbors to the west . . . turning over. 'Twas a good ol' mid-west storm comin' through. Before the big wind got to us, we dropped the jib, and got set to hang on. This was an extra windy one, and we soon realized that dropping the jib and wearing white knuckles *would not* carry the day. We bore off a bit to a beam reach, mostly to minimize flogging. (Must preserve the family investment in sails!) Took the *BIG PUFF*. Let the main out completely and climbed back to the gunwale. Heeled over and watched the jib self-hoist right back up the forestay and, about 10 seconds later, with both sails crackin' like fire crackers, did capsize.

We went over slowly enough to allow skipper ample time to cheek-

walk over the gunwale and to find the proper position of the centerboard. Having achieved this textbook position, I was very nicely situated to watch the mast and sail . . . as they *sank* — not so slowly — into riled-up Lake Cowan! (Crew was in the water, but was swimming, not adding weight to the wrong side.) The final attention necessary was to keep fingers and toes out of harm's way, as the centerboard banged down into the now-vertically inverted centerboard trunk.

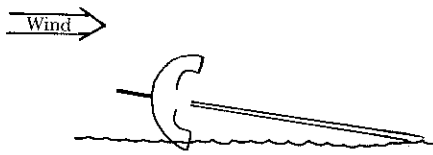


Figure 1

Why did this happen? Why must we be subject to the public shame of having allowed what all my friends and fellow readers of *Scots n' Water* know should not have happened!

So there we were, scrubbing mud from our masthead and contemplating and wondering. Born of this scrubbing penance is a theory on turtling Scots which we now share.

A Scot, when its mast just lays on the water, looks as sketched. (See figure 1.) It has a lot of hull out of the water, catching wind, and it has not much hull at all in the water to resist movement downwind.

As the Scot is driven to leeward, the sail becomes a large and effective water scoop . . . and said sail dives. It would have taken one and one-half elephants, poised delicately on that centerboard, to have nullified that water-scoop force. Once we got to that position, in that wind (estimated at 40 mph), the *TURTLE* was inevitable.

But why didn't *all* the Scots turn turtle? We refined our theory when we noticed that some of our neighbors who capsized while on either beats or runs scrambled to their boards and popped right up.

Consider the airplane view of the situation. The next series of sketches shows three boats, just as they have turned over and then about 30 seconds and finally 60 seconds after

capsize. (See figures 2, 3, 4.) The center boat, Y, was on a beam reach when capsized, just as we experienced it: sail in the water and wind forces pushing the hull directly toward, or over, the sinking sail. In the sequence, for boat X we see a different picture; this picture assumes that the capsized boat was beating when knocked down. The final sequence, with boat Z, shows the relationship between hull, sail, and wind direction when the boat was running when knocked down. In both X and Z sequences, the force of the wind on the hull moves the hull around the sail rather than right over the sail; the hull is not directly up-wind of the "sail-scoop."

In both the beat and run cases, the sail does not try to submarine. Timely arrival of the skipper at the proper position on the centerboard should cause the boat to pop right up. If you got there from a beat, the boat should pop up, bow to the wind; if by run, stern to, but still swinging toward the wind as it comes up.

(continued on page 12)

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Figure 2  
CAPSIZE

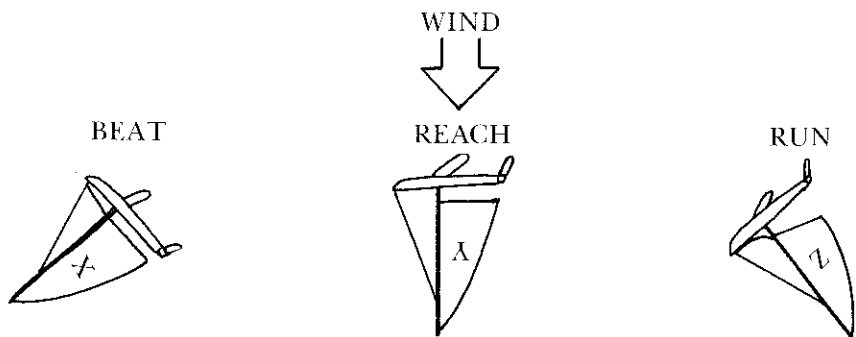


Figure 4  
CAPSIZE PLUS 60 sec.

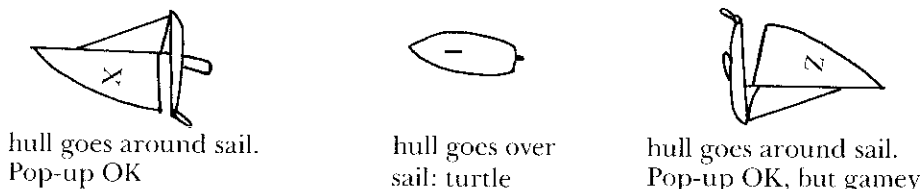
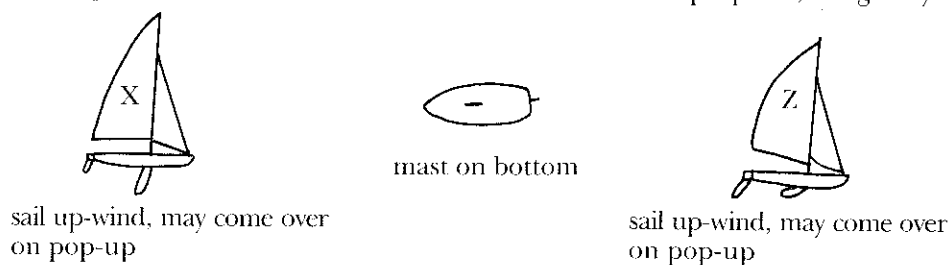


Figure 3  
CAPSIZE PLUS 30 sec.



## Turtles

There is one more problem that should be addressed if this is to become the complete treatise on capsizing the Scot. If you have been clever enough to be on a proper course when you "allowed" yourself to capsize but did not get to the centerboard as fast as those nimble skippers do, you may find yourself in the position illustrated in the 60 second row of sketches for beat or run. The hull has been blown so far around the sail that it is now directly downwind of the sail. Everything is nice and stable, particularly if there are not sufficient waves to fill into the boat from the windward direction. However, you may be in for a surprise when you get your act together and pop it up. The sail, now being up-wind, can catch the wind as it clears the water, and the added force will probably roll your Scot right over toward you!

What to do? If it is real windy, and by the time you get around to climbing onto the centerboard the wind is coming on a line from masthead to centerboard, you should drop your main into the boat before popping it up. This should avoid the up-n-over syndrome. An easier alternative, if you have a powerboat offering as-

sistance, would be to pass a bow line and have him keep your bow into the wind. The pop-up should behave itself and the boat should stay up.

There were other lessons we learned that stormy day. Dropping the jib was *not* an adequate way to prepare for that strong blow. The jib did not stay down. Accordingly, our current survival formula, given some warning of a really threatening picture, is to drop the *main* first. This has several advantages:

1. crew is in the boat, working in more secure circumstances;
2. jib can be kept drawing, giving control of the boat;
3. the drawing jib directs air aft, past the mast, tending to keep the dropping main and boom at least near the cockpit; and
4. it gets more sail out of the wind, faster!

The prime disadvantage is, of course, that the cockpit is a mess with all that aluminum and Dacron. That can be dealt with by disengaging the boom from the mast and feeding the boom and main forward under foredeck.

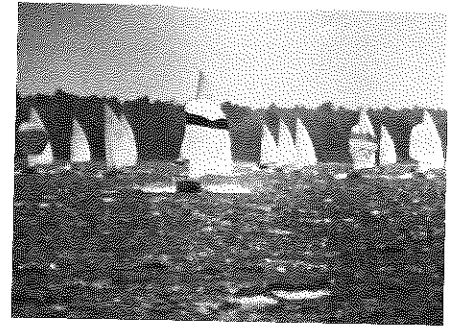
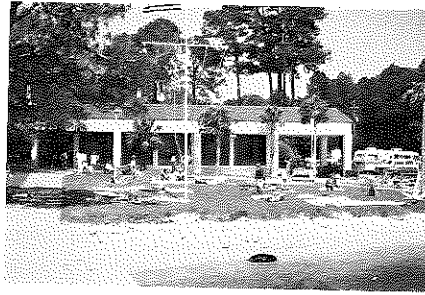
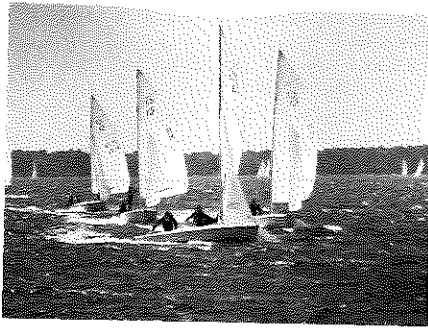
Once main and boom are stowed, you re-find your jib sheets and sit back to enjoy your new-found stability, the reduction in noise level, etc. You should be in a position to choose from among the following options:

1. sail for cover under jib power, with centerboard full down to balance as much as possible;
2. wait out the storm with or without the jib. The jib should be easy to drop now that everything else has quieted down;
3. sort out and drop your anchor; or
4. a combination of the above.

What I always do at this stage of the drill is to have my crew give me a rub between the shoulder blades. Having to push that tiller around in the midst of all that excitement gets a bit tense! And we did change to Scotting to enjoy the relaxing moments of sailing!

And now, may all your *TURTLES* be of the chocolate-covered pecan variety. What's this? A little box right under the after-deck . . .

*Jack and Nancy Rudy have a long background in both one-design and big boat sailing. Sailing Star, Snipes and Sunfish for several years, the Rudy's found themselves on Lake Cowan 14 years ago and purchased a Thistle. After 10 years of "chronic-bruises-about-the-knees-of-Nancy," they moved into a Scot in 1981. Jack's big boat racing and cruising experience is extensive as well, having sailed in seven Macinac races and cruised the Virgins, Italy, Spain, and Greece. Jack and Nancy get out for regattas as often as possible but concentrate most of their efforts sailing with Fleet 1 at Lake Cowan.*



## Mid-Winter Championships Are a Rousing Success

The 19th running of the FSSA Mid-Winter Championship was one of absolute constants: fantastic weather, great winds, excellent competition, and clear domination by the winners in both divisions. Host St. Andrews Bay Yacht Club made this regatta, their 14th consecutive, one of the best ever for the 42 competing boats through skillful race management and by providing weather sailors dream of all winter, but seldom get.

### The Weather

While those concerned only with race results may not see this as significant, the chance to break out of the "winter-wearies" for everyone, particularly the long-suffering northerners, provides much of the attraction to this annual event. And they were not disappointed!

Cloudless, deep blue sunny skies greeted sailors as they arrived and stayed, with great appreciation, throughout the week. Accompanied by temperatures in the low 70's to mid 80's, it was a sailor and beachgoers dream come true. To make conditions even more perfect, sailors had winds of 12-25 mph throughout the series.

While that didn't surprise those who have attended for the last several years, there were "sure thing" forecasts of a light-medium air series as late as the day before the racing began. The knowledgeable, however, had already lined up their third crews and were well-prepared when the somewhat traditional stronger winds blew in from the Gulf. Last year's "anonymous weatherman" who appeared with a bag over his head at the awards presentation must have learned his lesson,

JULY/AUGUST 1985

and well, for there was no sign of him this year!

### Social Activities

After the weather, what attracts most sailors south is, believe it or not, the chance to be with friends from all over the country who make this regatta a regular stop in building and maintaining sailing friendships. This year's activities, formal or informal, scheduled or spontaneous, were outstanding.

The two scheduled events continued in their long-standing traditions. On Wednesday night, Shore Sails sponsored a raw oyster bar party on the front lawn of the yacht club. As the beautiful day drew to a close, the setting sun cast the dozens of people on the lawn into ever-deepening shades of yellow, gold, orange and red creating a picture best seen in a color travel brochure for any of the coastal states. What was most humorous to observe was the maneuvering to get a prime spot at the oyster bar; maneuvering that was both reminiscent and more intense than that seen earlier that day on the starting line! Some, finding the "competition" too intense, merely grabbed a platter and "took a flier" to the quiet side of the course, er lawn, to enjoy their booty in solitude.

The upper deck cocktail party, hosted by Schurr Sails, on Thursday remains one of the finest we have seen. Not only is there an open bar (Alfred, how can you afford that?) but the food is indescribable. With a combination of donations by the yacht club members and creations highlighted by a huge roast of beef, sailors spent hours floating from one group to the next talking racing.

The spontaneity of informal, loosely-planned parties seems often to make them the most memorable. This year several occurred with the most notable being the Greg Fisher "look at my boat, ask me your questions—I'll tell you no lies" beer party in the parking lot on Friday evening in the vicinity of Greg's boat. As the back deck became serving area for pitchers and cans of beer, more and more sailors found their way over until a large crowd gathered to share stories and trade tall tales. By all accounts Bertie Gerling, one of Greg's crew and his sail loft manager, broke her "I've been good all week" image and indulged in some serious partying which was capped with the unscheduled passing out of numerous "door prizes" of "boom-whoopies" to those present. (A "boom whoopie," so named by the ubiquitous Jerry Hartman, is the anti-strangulation device that Greg sported on his boom at last year's NAC. Instead of the traditional gray-type affair, this is a 24-inch strip of colored sailcloth attached to the boom by double-backed tape.) The boom-whoopies may have been one of the most valued prizes of the regatta!

This informal party preceded the increasingly popular tradition of meeting at the House of Chan for an all-you-can eat Mongolian-style barbeque dinner. Organized by Florida Governor Denis Burgoon, the event is growing so large that it may soon consume all of Chan's restaurant.

It may sound trite, but the social events really do make a regatta memorable and are what most sailors come for.

(continued on page 14)



**Mid-Winter Championship Regatta Results**

Championship Division		1	2	3	4	5	6	Total
1 G. Fisher	Columbus, OH	.75	.75	.75	.75	.75	DNS	3.75
B. Gerling								
C. Leweck								
2 C. Barnes	Pensacola, FL	/	2	2	2	4	0.75	9.75
S. Bellows								
J. Kane								
3 D. Killeen, Jr.	Pass Christian, MS	2	DSQ	3	3	2	/	14
B. Leblanc								
4 B. Eagan	New Orleans, LA	4	3	4	5	3	/	19
C. Hadden								
R. Dupaquier								
5 J. Clark	Arlington, MA	6	8	8	/	5	3	30
T. Smith								
6 H. Carpenter	Oakland, MD	8	7	6	4	/	6	32
J. Stamper								
A. Angulo								
7 P. Beam	Old Greenwich, CT	5	6	9	8	9	/	37
S. Cohen								
8 A. Culver	Pensacola, FL	12	5	5	DNF	7	16	45
M. Dorgan								
J. Dorgan								
9 G. Haynie	Tallahassee, FL	10	10	11	DNF	10	6	47
J. Brown								
D. Brown								
10 L. Taggart	New Orleans, LA	9	9	10	14	/	4	54
L. Merrifield								
K. Borne								
11 J. Hartman	Mahomet, IL	7	15	14	6	/	7	57
K. Johnson								
M. Johnson								
12 C. Lancaster	Pascagoula, MS	15	12	7	7	/	4	58
D. Hull								
C. Elmore								
13 G. Hall	Gloversville, NY	18	17	19	DNF	8	2	64
M. Hall								
W. Hall								
14 T. Green	Ocean Springs, MS	/	11	17	16	13	9	66
D. Cuevas								
M. Cuevas								
15 B. Schneider	Bayville, NJ	13	13	20	13	/	11	70
D. Schneider								
S. Nolte								
16 B. Murdock	Durham, NC	17	18	12	15	/	8	70
R. Trull								
P. Watkinson								
17 D. McLane	Panama City Bch., FL	11	4	15	DNF	19	DNF	73
R. Davis								
T. McLane								
18 A. Cooke	Ft. Walton Beach, FL	16	16	18	11	/	13	74
C. Brown								
19 P. Salmon-Cox	Pittsburgh, PA	/	19	16	10	12	18	75
K. Kennedy								
M. Bufton								
20 P. Barry	Livonia, MI	14	14	13	DNF	83	DNF	83
E. Ray								
L. McArthur								
21 T. Ward	Durham, NC	/	21	21	12	15	14	83
B. New								
22 B. Howard	Ft. Walton Bch., FL	/	22	DNF	18	6	19	92
L. Borthwick								
23 L. Viemann	Neshaminy Sta., NJ	23	/	23	17	11	20	94
E. Viemann								
24 D. Kolenich	Daphne, AL	22	/	24	19	21	21	107
T. Dees								
C. Hirsch								
25 B. Murphy	Montgomery, AL	19	20	22	DNF	DNF	DNF	113
M. Stewart								
26 J. Stewart	Alliance, OH	25	23	DNF	DNF	DNF	DNF	131
M. Stewart								
27 W. Duffy	Metairie, LA	26	DNF	DNF	DNF	DNF	DNF	158
J. Duffy								
M. Dazet								
<b>Challenger Division</b>								
1 B. Ross	Mandeville, LA	.75	.75	2	.75	.75	/	5-
B. Farrell								
S. Cadis								
2 J. Cavanagh	Sharon, MA	3	2	.75	2	3	/	10.75
J. McNeff								
M. Terry								
3 I. Cohen	W. Hempstead, NY	4	3	4	6	/	2	19
D. Sabbah								
M. Parker								
4 J. Allen	Panama City, FL	7	4	3	/	4	5	23
C. Penewitt								
E. McBride								
5 P. Moore	Ballwin, MO	2	7	5	5	/	7	26
P. Moore III								
6 J. Dees	Fairhope, AL	5	5	6	3	7	/	26
G. Dees								
J. East								
7 J. Ruthven	Panama City, FL	/	8	9	4	2	3	26
B. Jackson								
T. Tucker								
8 B. Mackenzie	Muncie, IN	8	9	7	/	5	.75	29.75
D. Pell								
9 B. Knight	Chesterfield, MO	9	6	8	/	6	4	33
S. Knight								
M. Hurst								
10 L. Brock	Panama City, FL	13	11	/	10	8	8	50
B. Boe								
M. Doolittle								
11 M. Kiely	Dedham, MA	6	10	11	DNF	DNF	DNF	59
S. Bragman								
D. Burgoon								
12 D. Christensen	Pinckney, MI	10	12	12	DNF	DNF	DNF	66
Mike Thompson								
13 J. Harris	Des. Peres, MO	11	13	10	DNF	DNF	DNF	66
J. Woodward								
L. McArthur								
14 T. Bresser	Grosse Pointe, MI	14	14	14	DNF	DNF	DNF	74
D. Cooke								
H. Curtright								
15 E. Eubanks	Columbia, SC	DNF	15	15	DNF	DNF	DNF	78
A. L. Eubanks								
E. Eubanks								

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## Mid-Winters

### The Races

#### Championship Division

Oh yes, there were some races! But describing them is deceptively simple, particularly in the Championship Division.

Defending NAC Champ Greg Fisher held an on-the-water demonstration/seminar of all the things it takes to win a major regatta. When he did not win the start of each race outright, Fisher was in the top few boats leaving the line. With out-



Winners Bertie Gerling, Craig Leweck, and Greg Fisher have reason to smile.



Trophy Winners: left to right, Jane Allen, Frank Pericola Award, highest finish from host club; Greg Fisher, Championship Division; Billy Ross, Challenger Division; and Chuck Barnes, Floyd Davis award.

standing speed he would then pull away and, within minutes, had pulled into the lead. Thereafter, he continued to widen it on every leg and finished each race with the nearest challengers a good distance behind. Sailing in his fifth or sixth winter sailing event, Greg demonstrated how much that experience can help as no one put forth a serious challenge to him in the regatta.

Having the regatta won, and not wanting to hurt the competition that was shaping up for the next several positions, Greg did not sail the last race of the series and used it as his throw-out race. Discussion at the club the final afternoon centered on when, if ever, anyone had won this

## FSSA Mid-Winter Meetings

The official business of the FSSA is conducted twice a year, at both the Mid-Winter Championship and the North American Championship. The following are the highlights of this year's Mid-Winter Meeting, held on April 2, 1985, at St. Andrews Bay Yacht Club. All flag and district officers of the association have the complete minutes should you care to read them.

### Executive Committee Highlights

The *International Race Committee* for this year's NAC consists of Chairman Jack Stewart and members Don Hott, Bob Hellendale, Bob Vance, and Lawrence McCarthy.

A *Nominating Committee* for officers for 1986 was appointed consisting of Chairman Commodore Allen Douglas and members Don Hott and Cynthia Rea.

*Gulfport Yacht Club* has been awarded the 1986 *North American Championship*. It will be run in Mississippi. Tentative dates are August 11-15.

"No Flying Scot sanctioned event shall be held where overhead wires can come in contact with rigging." This amends Bylaw VIII of the constitution.

The *USYRU Rules and Sailing Instructions* will be accepted as standard for all sanctioned events and will be recommended for all other events.

Fleet 6 will initiate fleet action to clear up the disparity between our constitution and the IYRU rule 1.7 regarding the *right to appeal*. Section XIII, paragraph 2-D, will be changed upon presentation and vote on the amendment.

The *Floyd Davis Trophy* is a new permanent trophy for the Mid-Winters. It has been donated in long-time member Floyd Davis' memory and will recognize outstanding accomplishment or contribution to Junior Sailing.

A *Southern Regional Championship* has been sanctioned by the FSSA per Measurer Larry Taggart's request and recommendation.

The current *Financial Statement* was received as presented.

### Board of Governors Meeting Highlights

The official operating period of the FSSA will be changed from a fiscal year to a calendar year. The Executive Committee will determine the year and best ways to effect this change with a minimum of trouble for members.

Measurer Larry Taggart reports that many *spinners* were not measuring in at this regatta and sailmakers will be notified and warned. He also notes that a number of Flying Scots are still not in compliance with the rigging amendment that passed in 1982 and that there is no reason to allow these boats to race in FSSA sanctioned events. Finally, Larry and the Douglass Boat Co. are talking about ways to provide some uniformity in the *shimming of centerboard trunks*. They hope to soon develop a standard for allowable shimming.

A *Sanctioned Events Committee* will be created and take the place of two current committees, the *International Race Committee* and the *North American Championship Committee*. It is hoped that this will avoid unnecessary

duplication and be more useful to organizers of all FSSA sanctioned events.

A *Masters Division Championship* and *Women's Division Championship* will be run as part of the NAC's in the future. They will be run as part of the NAC with only separate scoring — not races — to determine the winners. Permanent trophies will be donated for this purpose, tentatively from Fleet 20, Portage Lake, Mich.

The FSSA, the originator of the *Champion of Champions Regatta*, will pioneer a new *national Masters Championship*. Initial plans are to host it next year and invite many of the top sailors in the country in any class to compete. The event will be held, of course, in Scots, and a suitable location and host club is now being investigated. Two thousand dollars has been allocated from the promotion and advertising budget to promote the event. Eventually we hope to have the event sanctioned by USYRU, but we will run it with or without their sanction.

To avoid some confusion, the current *North-eastern District* has been re-named the *New England District* with current Governor Mike Kiely's blessing.

Graham Hall, acting New York Lakes district governor, was granted permission to hold an FSSA sanctioned *Northern Regional Championship* regatta. Graham will provide appropriate publicity to members in that region.

A *Junior Committee* was formed consisting of Chairman Graham Hall and members Jerry Dees and Jeff Stamper. The purpose of the committee will be to find ways to increase Junior sailors' participation at all events, particularly the NAC. If you are interested in participating, let one of these members know. And, of course, junior members are welcome!

FSSA paid member *boat decals* will go to a circular format, much like USYRU's, in 1987.

*Missing and damaged trophies* for major events were discussed. Ed Eubanks reports that all trophies sent to the FSSA office prior to last year's NAC were cleaned and repaired and that his office will continue to inspect trophies for damage, assessing that year's holder for repairs beyond normal wear and tear. Only one permanent trophy seems to be missing: the *Lineburgh Trophy* for traveling the farthest distance to a regatta. Does anyone know where it is???

Editor Pat Barry reports that the move to six issues of *Scots n' Water* per year has been generally well-received, especially due to more pages per issue and an attempt to provide a balanced issue containing both daysailing and racing information. Delays in information are unfortunate, but are being caused, in large part, by about an eight-week lead-time from deadline date to publication of the magazine. Due to some geographical distance problems, coordination of editing, layout, and printing takes longer thus creating the delay. Every way to reduce days has been examined with little success. "Be patient" is the watchword! Other than the issue of delay, the editor and members seem generally pleased with the current editions of *Scots n' Water*.

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## Mid-Winters

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major regatta with five firsts; no one could remember it having happened before! It was truly an awesome display of talent, speed, and tactics refined by dedication and practice over the winter.

The hottest competition in the Championship Division occurred for the next three positions as defending Mid-Winter Champ Chuck Barnes bested former NAC Champs Danny Killeen Jr. and Bubby Eagan. With most sailors anticipating that the six races necessary for a throw-out would actually occur this year, the final two races of the series would determine who took first runner-up to Fisher in the series.

Barnes, Killeen, and Eagan were only five points apart going into race five (assuming a throw-out). After Killeen and Eagan finished ahead of Barnes in that fifth race, the series tightened even more, with only a three point difference separating the three.

Dropping out of the final race so as not to affect the outcome of this interesting match-up, Fisher paved the way for the real excitement in the final race. Barnes, Killeen, and Eagan all started in a pack but Killeen and Eagan were called back as premature starters. With this advantage, Barnes went on to win race six and the race for second in the regatta. Likewise, Killeen edged Eagan in the race and in the series as well.

Reversing a trend from recent years, the majority of trophy winners in

this division this year were from the north. Perhaps somewhat dispelling the purported "edge" southern sailors have with their longer sailing season, northerners Fisher, John Clark, Harry Carpenter, and Peter Beam represented their snow-weary sailing colleagues very well.

### Challenger Division

At Mid-Winters crews are able to decide in which division they will sail unlike the qualifying process at the North American Championship. This is usually done with the skipper considering factors such as sailing experience, past successes, and amount of weight brought to keep the boat flat!

Seventeen-year-old Billy Ross put on nearly as convincing a clinic in this division as did counterpart Greg

*(continued on page 18)*

# SHORE SAILS

Dominates the 1984 Season

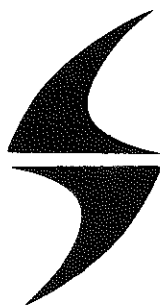
1st and 2nd overall; North Americans  
1st and 2nd overall; Ohio Districts  
2nd overall; Midwinter Championships  
1st and 2nd; Buckeye Regatta  
1st and 2nd overall; Whiskey Sour Invitational  
1st overall; Governor's Cup  
2nd overall; Cowan Lake Fall Invitational

The 1984 North Americans was the culmination of a successful year for **Shore Sails**. A predominately light air affair, **Shore Sails** demonstrated versatility at the highest level. The only thing in common with the top two boats were their sails, **Shore Sails**. Differences in number of crew, boat age and total crew weight pushed the sails to the edge for these two boats, and the sails responded.

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# SHORE SAILS

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Columbus, Ohio 43215  
(614) 221-2410

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# Understanding the Rules

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## Defining the Terms: Part I — Definitions

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Jack Brown  
FS 2070

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In the last column, we looked at the organization of the USYRU Rules Book with the aim of covering what is discussed and where in the book you can find it. This month, we are going to look at the definitions of 15 terms that are critical to understanding the rules in the rest of the book. The definition is presented as it is found in the Rule Book and is then followed by a Comment section that explains the definition more clearly.

### PART I — DEFINITIONS

**RACING** — A yacht is racing from her preparatory signal until she has either finished and cleared the finishing line and finishing marks or retired, or until the race has been postponed, abandoned, cancelled, or a general recall has been signalled, except that in match or team races, the sailing instructions may prescribe that a yacht is racing from any specified time before the preparatory signal.

Comment: While a yacht may not be racing in accordance with the definition, at most other times when she is in the vicinity of the race course, she is intending to race and therefore, in accordance with the preamble to the Part IV Right of Way Rules which we will cover next time, she is subject to the racing rules. She is not subject to disqualification in connection with the rules except while racing or if she seriously hinders a yacht which is racing or if she infringes the sailing instructions.

**STARTING** — A yacht starts when after fulfilling her penalty obligations, if any, under rule 51.1 (c), (Sailing the Course), and after her starting signal, any part of her hull, crew or equipment first crosses the starting line in the direction of the course to the first mark.

Comment: Note that if the "Round-the-Ends" rule (rule 51.1 (c)) is in effect and you are over the line in the minute before the starting signal, you must return to the pre-start side of the line across one of its extensions before you can start. This is simply a hard way of saying you must round one end of the line before you can start!

**FINISHING** — A yacht finishes when any part of her hull, or of her crew or equipment in normal position, crosses the finishing line from the direction of the course from the last mark, after fulfilling her obligations, if any, under rule 52.2, (Touching a Mark).

Comment: This simply says that you cannot be scored as a finisher if you have hit a mark of the course until you exonerate yourself in accordance with the instructions in rule 52.2. More important, it says that you should finish in the way that probably feels normal anyway — finish by crossing the line from the direction of the course from the last mark. Forget on which side you may have left any previous marks and do not make any fancy loops.

**LUFFING** — Altering course towards the wind.

Comment: This term is also used to describe an offensive sailing tactic but in reality, any alteration of course towards the wind is luffing.

**TACKING** — A yacht is tacking from the moment she is beyond head to wind until she has borne away, when beating to windward, to a close-hauled course; when not beating to windward, to the course on which her mainsail has filled.

Comment: We hear the words "full and by" at many protest hearings but these words have not been used in the rules in a number of years. Be aware of when you are tacking and when you are only luffing. If beating, you complete the tack when you achieve your new close-hauled course.

If not beating, the tack is complete when your mainsail has filled.

**BEARING AWAY** — Altering course away from the wind until a yacht begins to gybe.

Comment: Somewhat the opposite of luffing. Bearing away ends when the yacht begins to gybe.

**GYBING** — A yacht begins to gybe at the moment when, with the wind aft, the foot of her mainsail crosses her centre line, and completes the gybe when the mainsail has filled on the other tack.

Comment: Gybing starts when the foot of the main crosses the yacht's centerline and ends when the mainsail has filled on the new tack. This is almost instantaneous in any reasonable wind. So — a yacht spends almost no time in gybing.

**ON A TACK** — A yacht is on a tack except when she is tacking or gybing. A yacht is on the tack (starboard or port) corresponding to her windward side.

Comment: A yacht is always on a tack except when in the act of tacking or gybing. Thus a yacht head to wind on the starting line is on a tack — which tack depends on which tack she was on before going head to wind. This same head to wind yacht is also an obstruction as defined below.

**CLOSE-HAULED** — A yacht is close-hauled when sailing by the wind as close as she can lie with advantage in working to windward.

**CLEAR ASTERN AND CLEAR AHEAD; OVERLAP** — A yacht is clear astern of another when her hull and equipment in normal position are abaft an imaginary line projected abeam from the aftermost point of the other's hull and equipment in normal position. The other yacht is clear ahead. The yachts overlap when neither is clear astern; or when, although one is clear astern, an intervening yacht overlaps both of them. The terms clear astern, clear ahead and overlap apply to yachts on opposite tacks only when they are subject to rule 42, (Rounding or Passing Marks and Obstructions).

Comment: This is really pretty straightforward. Note that the terms

(continued on page 18)

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## Understanding

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are only applied to yachts which are on the same tack except when rounding or passing marks or obstructions. And remember that you may be overlapped with a second yacht which is clear ahead or astern of you if a third yacht is between (an intervening yacht) and overlaps you both. Also remember that equipment must be in its normal position when checking for overlaps.

**LEEWARD AND WINDWARD** — The *leeward* side of a yacht is that on which she is, or, when head to wind, was, carrying her mainsail. The opposite side is the *windward* side. When neither of two yachts on the same tack is *clear astern*, the one on the *leeward* side of the other is the *leeward* yacht. The other is the *windward* yacht.

Comment: This only gets confusing when the term is applied to yachts on widely differing courses — say one beating and one running under spinnaker. In those cases, the yacht closest to the direction from which the wind is coming (i.e. the yacht closest to the wind) is windward and the other yacht is leeward.

**PROPER COURSE** — A *proper course* is any course which a yacht might sail after the starting signal, in the absence of the other yacht or yachts affected, to *finish* as quickly as possible. The course sailed before *luffing* or *bearing away* is presumably, but not necessarily, the yacht's *proper course*. There is no *proper course* before the starting signal.

Comment: This definition causes as many questions as any and has been interpreted under many appeals. Let's just keep in mind these pertinent ideas.

- a) According to the definition itself, the course sailed before luffing or bearing away is presumably, but not necessarily, the yacht's proper course.
- b) The selection of a proper course must be based on a logical reason applied consistently.
- c) There can be more than one proper course, both for yachts on the same tack or on opposite tacks.
- d) When two yachts on the same tack and each on a proper

course converge, the basic windward-leeward rule takes over and windward keeps clear.

- e) When there is doubt that a yacht is sailing her proper course, she should be given the benefit of the doubt.
- f) There is no proper course before the starting signal.
- g) All parts of rule 38, (Same tack — Luffing and Sailing above a Proper Course after Starting) do, indeed, only apply after a yacht has started.
- h) Don't worry about the clause on the "absence of the other yacht, etc." You will probably never hear it mentioned in connection with a protest. I never have.

**MARK** — A *mark* is any object specified in the sailing instructions which a yacht must round or pass on a required side. Every ordinary part of a *mark* ranks as a part of it, including a flag, flagpole, boom or hoisted boat, but excluding ground tackle or any object either accidentally or temporarily attached to the *mark*.

Comment: Ground tackle, both below and above the surface of the water, is not a part of the mark.

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## Mid-Winters

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Fisher in the other. Sailing with two fellow Junior sailors, Billy won four races, took a second one, and threw out a tenth in the final race.

Competition for second ended up about the same difference as in the upper division as Jim Cavanaugh pushed Billy in every race and won one of the two that Billy did not. (Bob MacKenzie won the other.)

The closest position-races took place for third through fifth with only seven points separating them. In fact, the fifth place award was tied and the race committee had to go through several tie-breakers to determine that Paul Moore would take home the trophy.

### Other Events

As happy and successful as the regatta, a cloud seemed to hang over it, particularly at the opening and closing ceremonies. For the first time since anyone could remember, Floyd Davis, the patriarch of southern sail-

ing, was not in attendance. Floyd's recent death and his many contributions to sailing, particularly Junior sailing, was on people's minds but was brought into clear focus at the awards ceremony. A new perpetual trophy in Floyd's honor was dedicated and presented by Allen Douglas, Bo Smith, and Floyd's widow. The award is to be given to a sailor that best exemplifies what Junior sailing is about and who has done much for it.

**OBSTRUCTION** — An *obstruction* is any object, including a vessel under way, large enough to require a yacht, when more than one overall length away from it, to make a substantial alteration of course to pass on one side or the other, or any object which can be passed on one side only, including a buoy when the yacht in question cannot safely pass between it and the shoal or object which it marks.

Comment: The key words are "make a substantial alteration of course to pass on one side or the other when more than one boat length away." Obviously this would not be necessary for a marker float but would be necessary for another vessel. A mark may also be an obstruction.

That about covers all you need to know for our purposes concerning the definitions of terms used in connection with right of way situations. In future issues we will get into the nuts and bolts of Part IV, the Right of Way Rules.

Close friend and former student of Floyd's Chuck Barnes was the stunned initial recipient this year. In an acceptance that left few eyes dry, Chuck spoke of the love that he and so many had for Floyd. Many nodded in agreement when Chuck said, "I know Floyd is here with us today."

Forty-two sailors and crew will attest to the outstanding regatta this year and share thanks and admiration for the fine folks at St. Andrews Bay YC for their continual hosting of this Mid-Winter Championship and "official" class social event. Join them next year; you won't be sorry!



# CAVEAT EMPTOR

**FS 3061** — Douglass 1977, white hull, light blue deck, 3 sails; outboard 2hp motor and trailer, plus odds and ends. Asking \$4,000, Phone (518) 731-9225 Joshua Rosenfield, 33 Elm St. Coxsackie, NY 12051

**FS 3205** — Customflex, Lt. blue deck, blue hull. Pamco trailer. 1979 North main, jib and spinnaker. Also, older Schreck main, jib, and M & N spinnaker. Very good condition and smooth bottom. Lots'a Harken. Minimum hull wt. \$5900. Steve Hartman, P.O. Box 2972, Station A., Champaign, Ill. 61820, (217) 359-2212

**FS 3187** — Douglass, Lt. blue deck, mainsail, jib and spinnaker. Special Harken Jam Cleat & fittings. Motor mount, galv. tilt trailer. Excellent condition. Not sailed in past 2 years. \$4800, Pat Gaeta, P.O. Box 338, Palos Park, Ill. (312) 448-1259

**FS 131** — White Hull, light blue deck, mainsail, jib and spinnaker. Needs new sails to race. Boat in good condition. Recently used to race on Lake Chautauqua. Boat/Trailer \$2800, negotiable. Contact Rev. Rudy Moore, 479 Upper Gulph Rd., Radnor, PA 19087, (215) 688-0170

**FS 3568** — Douglass, white hull, Schurr jib & Main, red acrylic boom tent cover, out-board bracket, Johnson 2hp with 5" extension, Tee-Nee trailer model #1216, \$5,500. CALL or

write: Tony Taylor (304) 346-0601 (B) or (304) 345-8149 (H), 809 Suncrest Pl., Charleston, WV 25303.

**FS 1295** — Customflex, Blue hull, white deck. Pamco trailer. Good condition. \$4,700. W.K. Jones (813) 522-4917, 3226 35th Ave. 11, St. Petersburg, FL 33713, or Evelyn C. Schnieder (813) 546-4412

**FS 3402** — Customflex, White w/red stripe. Teak trim. Murphy & Nye Jib, Main & spinnaker. Boom canopy cover. Harken blocks. Lifting bridle. Galvanized Trailer w/spare tire. Excellent condition. \$4900. Call-Write: Marc Elliott, 133 S. 21st. St. Terre Haute, Indiana 47803. (812) 235-4597 (H) or (812) 232-0018 (B)

**FS 3063** — Douglass, white hull, off-white deck, red boot top. Excellent condition, race equipped, many many extras, H.D. Galvanized Sterling trailer, \$5,500 ready to slip into water. British Sea Gull motor, 3 hp. \$400. Norm Stickney (203) 384-2430 after 7 p.m. 1428 North Ave., Apt.C-8, Bridgeport, CT 06604

**FS 3819** — '83 Douglass, Ivory w/blue trim. Schurr sails, including spinnaker, like jacket, TeeNee Trailer. Dry sailed \$6000. Contact: Ens. Brad Nelson, Naval Submarine School, BOQ Box 1A, Room 377, Groton, CT 06349, (203) 448-1776 (H). **MUST SELL BY JULY 26**

**FS 503** — White, excellent condition, complete w/sails, spinnaker, cover, etc. \$2900. Call: (516) 432-3975 eves. /week-ends Florence Forman, 650 Shore Road, Long Beach, NY.

**FS 3276** — Gordon Douglass, Race equipped 2 set sails, spinnaker sail (new) & related gear, Tilt trailer, cockpit cover, Hoisting bridle, Mast-step hinge, many extras, all in very good condition, new rubrail, centerboard, winches, some rigging, \$4,900. Will deliver as far as Mass. Peter Kruze, 100 East Main St., Yarmouth, ME. 04096 (207) 846-9643

**FS 2396** — Customflex, white hull, blue trim, Pamco trailer, motor bracket, main, jib, & spinnaker sails, hoisting bridle, cockpit cover. Good condition, sails are slightly used. Price \$4200. CONTACT: Oren Stiens, 15 N.W. 11th St., Richmond, IN 47374. Call: (317) 962-1-91

**FS 1820** — Blue hull, white water line, white deck, good condition. Harken cleats and blocks. Two sets sails. Boom tent, ladder, well equipped. Tilt trailer. Will deliver for 10¢ mile w/ deposit. \$2995. CONTACT: Sam McManis, 2411 Wild Valley Dr., Jackson, Miss. 39211 (601) 366-4323.

**FS 963** — Douglass, white hull w/blue stripe. Excellent condition. Tilt Gator Trailer, original sails & spinnaker, plus nearly new Schreck sails. \$3,800. N. Kansas City area. CONTACT: Lucy Hirsch, Rt. 1, Box 267, Smithville, Mo. 64089. (816) 532-4285, or Owner: Winifred Hirsch (314)355-6041.



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The same NORTH FAST that won the AMERICA'S Cup can put you in front of your Flying Scot fleet.

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Metairie, LA 70005  
(504) 831-1775

22960 Industrial Dr. W.  
St. Claire Shore, MI 48080  
(313) 776-1330

## NAC Registration Form

Flying Scot

1985 North American Championship  
August 12-16, 1985  
Hosted by FSSA Fleet 7  
Riverside Yacht Club  
Riverside, Connecticut

Skipper \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_  
Telephone \_\_\_\_\_  
Fleet No. \_\_\_\_\_ Boat No. \_\_\_\_\_

Registration: \$75 before July 1st  
90 after July 1st

Checks payable to: FSSA Fleet 7

Mail to:

David Y. Montheith  
128 Riverside Avenue  
Riverside, CT 06878

**Note: Flying Scots must be registered with FSSA and 1985 dues paid.**

## Housing Registration

1985 Flying Scot North American Championship

Please reserve the following rooms:

Number of rooms	Cost*	Arrive	Depart
1 double bed _____	\$50	_____	_____
2 double beds _____	\$55	_____	_____
Extra cot _____		_____	_____

\*Plus 7.5% sales tax

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Telephone \_\_\_\_\_

Mail to:

Mr. Bill Mayer  
Howard Johnsons Motor Lodge  
135 Howard Street  
Stamford, CT 06902

**Enclose a check for the first night's stay to assure the reservation.**

# Focus on the 1985 North Americans

## Sailing Conditions

*Scots n' Water* interviewed Fleet 7 Captain and Flying Scot pioneer Lew Howe about prevailing conditions on Long Island Sound in August.

*S n' W:* Lew, would you like to predict the kind of weather and wind conditions we can expect at this year's NAC?  
*Howe:* Not on your life! Conditions can vary widely and the only certainty is variety. We can get warm and muggy conditions with light air out of the south/southwest or cool and dry Canadian fronts with gusty and often strong northwesterlies.

*S n' W:* What is your advice, then, to skippers?

*Howe:* Be conservative. Have a third crew member handy unless you've got a lot of weight in the boat already. I always lean towards a crew of three for a re-

gatta, knowing that I can always decide to go with two the day the races start.

*S n' W:* Will those coming from other areas find local sailing conditions on the Sound difficult?

*Howe:* The Riverside YC Race Committee is meticulous about starting the races in the middle of the Sound so that the local flows and eddies will not be advantageous to the local fleet. The middle of the Sound is quite open and, as a result, the weather and conditions should be apparent to all.

*S n' W:* But what about current and tides?

*Howe:* We will have knowledge available to all participants as to which way the current is flowing in each race. We are publishing tide tables and will cover all this information at the skip-

pers' meeting as well. The visitors should have no problem in factoring in tides as well as weather conditions.

*S n' W:* Thank you very much, Lew. We'll see you in August in Riverside.

## Other Information

More detailed information regarding the following specifics about the regatta was provided in the earlier issues of *Scots n' Water* as indicated:

Housing	March/May
Mooring	March
Chartering	March
Activities	May
Extra Crew	May
Schedule of Events	May/July

For any additional information, contact:

Robert Black  
10 Keofferam Road  
Old Greenwich, CT 06870  
(203) 637-7585

# THE FLEET'S IN

## Sandy Douglass Regatta

November 10 and 11, 1984, the Rudder Club of Jacksonville, Fla., again hosted a fine weekend of racing and camaraderie for 13 Flying Scots and Thistles, complete with the pleasure of Sandy Douglass as honored guest. As the results show, the top boats swapped the top spots in every race, and although Chuck Barnes dominated, he admitted that the racing was as tight as could be and closer than the results themselves indicated.

What the results also do not show is that of the 13 boats, five were "couples" crewed, one crewed by the two young sons (11 and 6 years old) of the skipper, and two skippered by women. Once again, the family participation in Flying Scot sailing was more than amply demonstrated.

The first day's racing was under beautiful, sunny, blue skies with winds in the 6 to 10 mph range. The day's end saw the top four tied for first (4¾ points each) and second (5 points each).

The same sunny blue skies prevailed on Sunday, but the winds increased to 18 to 20 mph, gusting to 25. Chuck Barnes, Harry Carpenter, Larry Lewis, and Geoff Spencer "match raced" with only seconds be-

tween them at the finish. Mike Kiely, the leader of the second pack, took the fifth place trophy in much the same kind of tight racing. FSSA President Hal Walker took home "the ape," a Sandy Douglass Regatta tradition awarded to the boat "just out of the silver." Each year's winner must add something to the ape (a stuffed animal) and return it the following year. Needless to say he's quite well dressed and equipped after nine years!

Mark your calendar right now for the 10th Annual Sandy Douglass Regatta, November 9-10, 1985, so you will not miss out on a fine regatta, good food, and super camaraderie. The Rudder Club hopes that it will still be able to offer boat storage to our northern friends who also sail the Midwinters. *Mike Kiely, FS 3890*

1. Chuck Barnes	4	¾	¾	¾	¾	7
2. Harry Carpenter	2	3	2	2	4	13
3. Geoff Spencer	¾	4	4	3	2	13¾
4. Larry Lewis	3	2	3	4	3	15
5. Mike Kiely	6	6	7	5	7	31
6. Hal Walker	5	8	5	6	8	32

## Sugar Bowl Regatta

Indian summer weather — with temperatures in the upper 70's and low 80's, clear skies (with the exception of some early morning ground

fog) and winds predominantly in the 8-15 knot range — greeted participants in the 1984 Sugar Bowl Regatta. A record setting 308 yachts racing in 30 different classes sailed on at least one of the six scheduled days of racing, with December 29 and December 30 as the principal days of the regatta. Participating in this annual classic were no less than 15 present or former national or U.S.Y.R.U. champions, skippers ranging from Florida to California, and, a catamaran skipper in his mid-seventies and another with his young son asleep in the trampoline! There were as many as five race committees, and as many race courses on Lake Pontchartrain on any one day. Southern Yacht Club in New Orleans served as the host club for the event. Class winners were presented the coveted classical Sugar Bowl Regatta trophies.

The featured event of the regatta was the Gulf Yachting Association's (G.Y.A.) Race of Champions. In this particular series — raced in club-owned Flying Scots — each member club of the G.Y.A. is allowed to enter only one team. As is often the case in this series, after two of the three races the title was still very much up for grabs. With a second place finish in the final race, current Flying Scot Mid-Winter Champion Chuck Barnes claimed victory for his Pensacola Yacht Club. Second went to former Flying Scot National Champion Bubby Eagan representing the Bay-Waveland Yacht Club. In third place (actually a tie for second broken by "horse-racing") was Flying Scot Mid-Winter runner-up Greg Reardon sailing for Pontchartrain Yacht Club.

In the Open Flying Scot Class, like in the Race of Champions, the final race was the determining factor in deciding the overall winner. Peter Merrifield, sailing old No. 2710 while yours truly served as Race Committee Chairman for the regatta, won the last race and claimed victory. There were 25 Flying Scots sailing in both divisions.

In addition to the usual Sugar Bowl Regatta trophies, Chuck Barnes, the winner of the Race of Champions, was presented with a special Sugar Bowl commemorative watch. Further, all participants in the Race of Champions received compliments

(continued on page 23)

## Schedule of NAC Events

Saturday	August 10	All day: Registration Measurement Launching
Sunday	August 11	All day: Registration, Measurement, Launching 1600: Welcoming cocktails at Riverside YC
Monday	August 12	0830: Skippers' Meeting AM & PM: Two qualifying races 1800: Post race party and cookout
Tuesday	August 13	AM: One qualifying race PM: Free afternoon
Wednesday	August 14	AM & PM: Championship races 1, 2 1800: FSSA Annual Dinner, RYC. Formal
Thursday	August 15	AM & PM: Championship races 3, 4 1800: Post race cocktail party, RYC
Friday	August 16	AM: Final race PM: Post race beer party at RYC Awards

# THE STARTING LINE

## 1985 NORTH AMERICAN CHAMPIONSHIP

**August 12-16** — 1985 North American Championship. Riverside YC, Riverside, C.T. Registration and measurement August 10-11. 3-race Elimination Series August 12-13 followed by 5-race Championship and Challenger Series August 14-16. Final information in this issue.

## CAPITOL DISTRICT

The following open regattas will be held in the Capitol District during 1985. Events marked with an \* are sanctioned for high point competition by the Chesapeake Bay Yacht Racing Association (CBYRA). Contact the host fleet, shown in parenthesis, for details. You may also contact: Governor Dennis Morris, 7412 Elgar St., Springfield, VA; CBYRA Representative Larus Newby, 3105 Edgehill Rd., Alexandria, VA 22302; or District Reporter John Clickener, 1632 St. Marie Ct., Virginia Beach, VA 23464.

**July 13-14** — 1985 Capitol District Championship. Potomac River, Fleet 42. Contact Governor Dennis Morris.

**July 20-21** — Annual Regatta\*, Warwick YC, Newport News, VA (Fleet 137).

**July 27-28** — Maryland State Invitational Regatta. Hosted by Fleet 6 on beautiful Deep Creek Lake in the mountains of Western Maryland. 2 races on Saturday, 1 early Sunday. Compete for 4 awards in 2 Divisions. Contact Morgan C. France, 203 South Third St., Oakland, MD 21550 (301) 334-2249 or 334-2305.

**Aug 10-11** — Annual Regatta\*, Fishing Bay YC, Deltaville, VA (Fleet 137).

**Aug 31** — Annual Regatta\*, West River SC, Galesville, MD (Fleet 97).

**Sept 1** — Labor Day Regatta, GRSA, Richmond, VA (Fleet 155).

**Sept 7-8** — Collier Cup\*, National YC, Washington, DC (Fleet 42).

**Sept 14-15** — President's Cup\*, Potomac River SC, Washington DC (42).

**Sept 21** — Annual Regatta, Kinsmill YC, Williamsburg, VA (Fleet 137).

**Sept 28** — Yorktown Regatta\*, Virginia SA, Yorktown, VA (Fleet 137).

**Oct 13** — Columbus Day Regatta, GRSA, Richmond, VA (Fleet 155).

**Oct 19-20** — Pumpkin Patch\*, West River SC, Galesville, MD (Fleet 97).

**Nov 3** — Around-the-Island Race, GRSA, Richmond, VA (Fleet 155).

## CAROLINAS DISTRICT

The following regattas are included in the Carolinas District Helms Trophy series. For more information contact District Governor Bob Murdock 1404 Oakland Ave., Durham, NC 27705 (919) 286-0093.

**July 13-14** — Oriental Sailing Social. Oriental, NC. Contact Bob Rich-New (919) 848-1278.

**Sept 14-15** — Mayor's Cup. Lake Townsend YC, Greensboro, NC. Contact Richard Schultz (919) 349-8867.

**Oct 5-6** — VISA YC Centerboard Invitational. Smith Mt. Lake, VA. Contact John Ullman (703) 632-9132.

**TBA** — South Carolina FS Championship. Hilton Head, SC. Contact Tom Caldwell (803) 671-6740.

## FLORIDA DISTRICT

For information on regattas listed below contact either District Governor Denis Burgoon or Clinton Smith (305) 699-0584.

**Aug 31** — Labor Day Regatta. Sarasota.

**Oct 26-27** — Coconut Grove Sailing Club Regatta.

**Nov 9-10** — Sandy Douglass Regatta. The Rudder Club. Jacksonville.

**Nov 30-Dec 1** — Davis Island Regatta.

**Dec 14** — Coral Reef Regatta.

**Dec TBA** — Citrus Bowl Regatta. Gator Bowl Regatta

## FSSA EVENTS

### North American Championship

August 12-16

### District Championships

Capitol	July 13-14
Greater NY	July 6-7
Gulf	October 5-6
Mich-Ontario	July 27-28
MidWest	July 20-21
NorthEast	August 3-4

## GULF DISTRICT

**Oct 19-20** — Gulf District Championship. Dixie Sailing Club, Lake Martin, Ala. Contact: District Governor Jerry Dees, 930 Sea Cliff Drive, Fairhope, Ala. 36532 or Commodore Robert Boggan, (205) 277-2925 (H), (205) 269-5013 (O).

**Dec 28-29** — Sugar Bowl Regatta. Southern YC. This regatta is sponsored by the organizers of the Sugar Bowl Football Classic. Southern YC, New Orleans, will host the event. Contact Peter Gambel, 105 N. Roadway Dr., New Orleans, LA 70124 or SYC at (504) 288-4221.

## MICHIGAN-ONTARIO DISTRICT

For information on any of the following regattas, contact District Governor Doug Christensen. All FSSA members welcome!

**July 27-28** — M-O District Championship. Detroit YC, Detroit, MI.

**Aug. 18 - 19** — Border Regatta, Trident YC, Gananoque, Ontario. (1000 Islands area, Borders on Northwestern Upper NY State.) Contact Kenzie Dickson, (416) 223-5855.

**Sept 14-15** — Hot Scot Regatta. Huron Portage YC, Pinckney, MI.

## MIDWEST DISTRICT

The following regattas are open to members of the FSSA. For further information, contact District Governor Jerry Hartman.

**July 20-21** — District Championship. Delavan Lake YC, IL. Contact Jack Fassnacht, 451 Beverly Place, Lake Forest, IL 60045. (312) 295-3844.

**July 26-28** — Sheridan Shores Fleet 3 Regatta. Wilmette, IL. Contact Bob Schneider, 1015 Central Ave., Wilmette, IL 60091. (312) 251-3460.

**Aug 3-4** — Ephraim Annual Regatta. Ephraim YC, Door Co., Wisconsin. Contact Tom Tolle, PO Box 817, Appleton, WI 54912. (414) 739-9181.

**Sept 14-15** — Whale of a Sail. Lake Carlyle, IL.

**Sept 28-29** — Glow in the Dark Regatta. Clinton Lake, IL.

## NEW YORK DISTRICTS

**July 6-7** — Greater NY District Championship. Hempstead Bay SC, Island Park, NY. Host Fleet 46's 33 members invite all FSSA members to participate in this 5 race series. Contact Bob Rich, 25 Earle Ave., Rockville Center, NY 11570. (516) 763-1792

**Sept 14-15** — Glimmerglass Regatta. Otsego, SC, Cooperstown, NY. Contact Larry Guzy, 17 Franklin St., Oneonta, NY 13820

## NORTHEAST DISTRICT

Contact District Governor Mike Kiely for further information on these regattas. (617) 326-1844.

**Aug 3-4** — NorthEast District Championships. Sandy Bay YC, Rockport, MA. 5 races.

**Aug 10-11** — Duxbury Mid-Summer Series. Duxbury YC.

**Sept 14-15** — Gusto Cup Regatta. Sandy Bay YC, Rockport, MA.

## OHIO DISTRICT

**July 20-21** — Great Scot Regatta. Edgewater YC, Cleveland, OH. Contact District Governor Paul Nickerson.

**Sept 7-8** — Harvest Moon Regatta. Atwood Lake, Delroy, OH. Contact Erwin Lauffer, Atwood Glens, Box 465, Mineral City, OH 44656. (216) 235-2214.

**Sept 14-15** — Pig Roast Regatta. Cowan Lake, Wilmington, OH. Contact John Dye, 6824 Mount Vernon Ave., Mariemont, OH 45227. (513) 271-5374.

(continued on page 23)

## Fleet's In

tary tickets to the Sugar Bowl Football Classic. *Larry Taggart, FS 2710*

Place	Skipper	Hometown or Club
<b>G.Y.A. Race of Champions</b>		
1	Chuck Barnes	Pensacola Yacht Club
2	Bobby Eagan	Bay-Waveland Yacht Club
3	Greg Reardon	Pontchartrain Yacht Club

### Open Flying Scot:

1	Peter Merrifield	Bay St. Louis, MS
2	Robbie Schmidt	Bioloxi, MS
3	Gene Walet III	Pass Christian, MS

## Fort Walton YC Mid-Winter Warm-Up

Chuck Barnes, a world class Flying Scot skipper, once again showed his superior sailing ability by taking first place in all three Flying Scot races over the week-end at the annual Fort Walton YC regatta. Nineteen boats started Saturday's races in the traditional "warm-up" to the Mid-Winters while heavy wind narrowed the field to 15 in Sunday's finale.

Barnes showed the way to start in all three races by getting in excellent

position for each start. With this advantage, he gradually eased ahead to lead the fleet at the first mark of each race. His Pensacola crew of Mike Dorgan and Jack Kane had the spinnaker up before the mark was fully rounded, thereby always increasing their lead. None of the other racers were able to seriously challenge Chuck as he led and won all three races.

Second place went to "northerner" Jerry Hartman with long-time crew Ken Johnson and Ken's son,

Mike. All are from Mahomet, Ill.

Mike Johnson with his daughter Helen and crew Kelly O'Brien represented their host club well and sailed to third place.

Former Pensacola sailor George Haney, now sailing from Tallahassee, Fla., brought home fourth place with brothers Jeff and Dave Brown as crew.

Sailing a Fort Walton YC boat, Alex Cooke and Chris Brown closed out the top five positions. *Fred C. Cook*

## Starting Line

**Sept 21-22** — Whiskey Sour Regatta. Moraine SC, Moraine State Park, PA. (Near Pittsburgh.) 6 race series hosted by Fleet 80. Saturday-night steak fry. Contact Dan Goldberg, 1100 Penn Center Blvd., #515, Pittsburgh, PA 15235. (412) 823-8579 evenings.

### PACIFIC DISTRICT

**July 20-22** — Fort Worden Regatta and Family Fun, Port Townsend, Washington, Barbara Caro, 3400 97th S.E., Mercer Island, WA 98040, 232-1713.

**August 4-11** — Week of daysailing and cruising & camping from Porteau Cove on Howe Sound, British Columbia. Al Rees, 118 N.W. 188th St., Seattle, WA 98177. 542-2480.

**August 24-25** — Lake Washington Centerboard Regatta, Leschi, Seattle, Jim Caro (see above for address, phone number).

**Sept. 14-15** — Northern Puget Sound social sail. Ken Wood, 12218 N.E. 66th, Kirkland, WA 98033. 828-3868.

### USYRU EVENTS

The Scot will be used in the following USYRU events.

**Sept. 25-29** — Hinman Trophy for Team Racing Championships. Corinthian SC, Dallas, TX.

**Nov. 15-17** — Collegiate North American Sloop Championship. Tulane Univ., New Orleans, LA

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# New Members

## FSSA NEW ACTIVE MEMBERS

F/S #	Dist.	Fleet	Name	Address	City	State	Zip
3551	Capitol		Carlile F. Williams III	PO Box 146	Bryn Athyn	PA	19009
3279	Capitol		William C. Keller	8405 Ashwood Dr.	Alexandria	VA	22308
2484	Capitol		Robert Beatty	2925 Guyana Dr.	Richmond	VA	23233
3321	Capitol		Norman Kennard	532 Spruce St.	Steelton	PA	17113
3965	Capitol		Robert Welsh	8800 Chesapeake Dr.	Ocean City	MD	21842
3860	Capitol		Arnold Dort	1804 Francis St.	Philadelphia	PA	19130
131	Capitol		Rev. Rudolph Moore	479 Upper Gulph Rd.	Radnor	PA	19087
3300	Capitol	155	A. G. Mason Dirickson	7712 Patterson Ave.	Richmond	VA	23229
3094	Capitol	155	Horst Zech	5201 Bonington Rd.	Richmond	VA	23234
3731	Capitol	042	Thomas Ehlen	5308 Yorktown Rd.	Bethesda	MD	20816
3908	Capitol		Michael L. Gellner	9039 Sligo Ck Pky 1508	Silver Spring	MD	20901
3151	Capitol		Kim Alan Rieck	7312 Oak Dr.	Poland	OH	44514
3656	Capitol	006	J. Conrad Bures M.D.	2935 Seminary Dr.	Greensburg	PA	15601
4049	Capitol	097	Edward Parmentier	6244 Woodland Rd.	Linthicum	MD	21090
4040	Capitol		Dr. Rose Oldfield Hayes	1515 Jeff Davis Hwy 402	Arlington	VA	22202
0375	Capitol		Charles S. Armitage	Star Route	Spring Church	PA	15686
3194	Carolinas	048	Frank Girardi & Anne Mackenzie	1821 Lombardy Cir.	Charlotte	NC	28203
2595	Carolinas	027	Marian Griffiths	Rt. 8 Box 65	Chapel Hill	NC	27514
3804	Carolinas	027	Bill Demeritt	524 Loch Ness Lane	Cary	NC	27511
2175	Carolinas		Harold Ausley	2113 Brookwood Trail	Sanford	NC	27330
Sust.	Carolinas		Don Elliott	PO Box 937	King	NC	27021
0791	Carolinas		Gene Dyar	3115 Sunset Dr.	Charlotte	NC	28209

# FSSA District Governors

### CAPITOL DISTRICT

Dennis Morris  
7412 Elgar St  
Springfield, VA 22151  
703-256-4276

### CAROLINAS DISTRICT

Robert H. Murdock Jr.  
1404 Oakland Ave  
Durham, NC 27705  
704-286-0093

### FLORIDA DISTRICT

Denis M. Burgoon  
1670 Atlantic Blvd.  
Jacksonville, FL 32207  
904-398-1670

### GULF DISTRICT

Jerry Dees  
412 Frederick  
Fairhope, AL 36532  
205-928-0872

### GREATER N.Y. DISTRICT

Lawrence McCarthy  
67 Great Hill Road  
Ridgefield, CT 06877  
203-438-5008

### MICHIGAN-ONTARIO DISTRICT

Doug Christensen  
9215 McGregor Road  
Pinckney, MI 48169  
313-426-3510

### MID-WESTERN DISTRICT

Jerry Hartman  
408 E. White Street  
Champaign, IL 61853  
217-359-8721

### N.E. DISTRICT

Mike Kiely  
17 Hillside Avenue  
Dedham, MA 02026  
(617) 326-1844

### N.Y. LAKES DISTRICT

Cynthia Rea  
924 Nottingham Road  
Jamesville, NY 13078  
315-445-0194

### OHIO DISTRICT

Paul Nickerson  
6403 Luelda  
Parma, OH 44129  
216-749-1841

### PACIFIC DISTRICT

Tim C. McCarthy  
Box 414  
Diamond Spring, CA 95619

### PRAIRIE DISTRICT

Keith W. Fager  
8727 EBY  
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