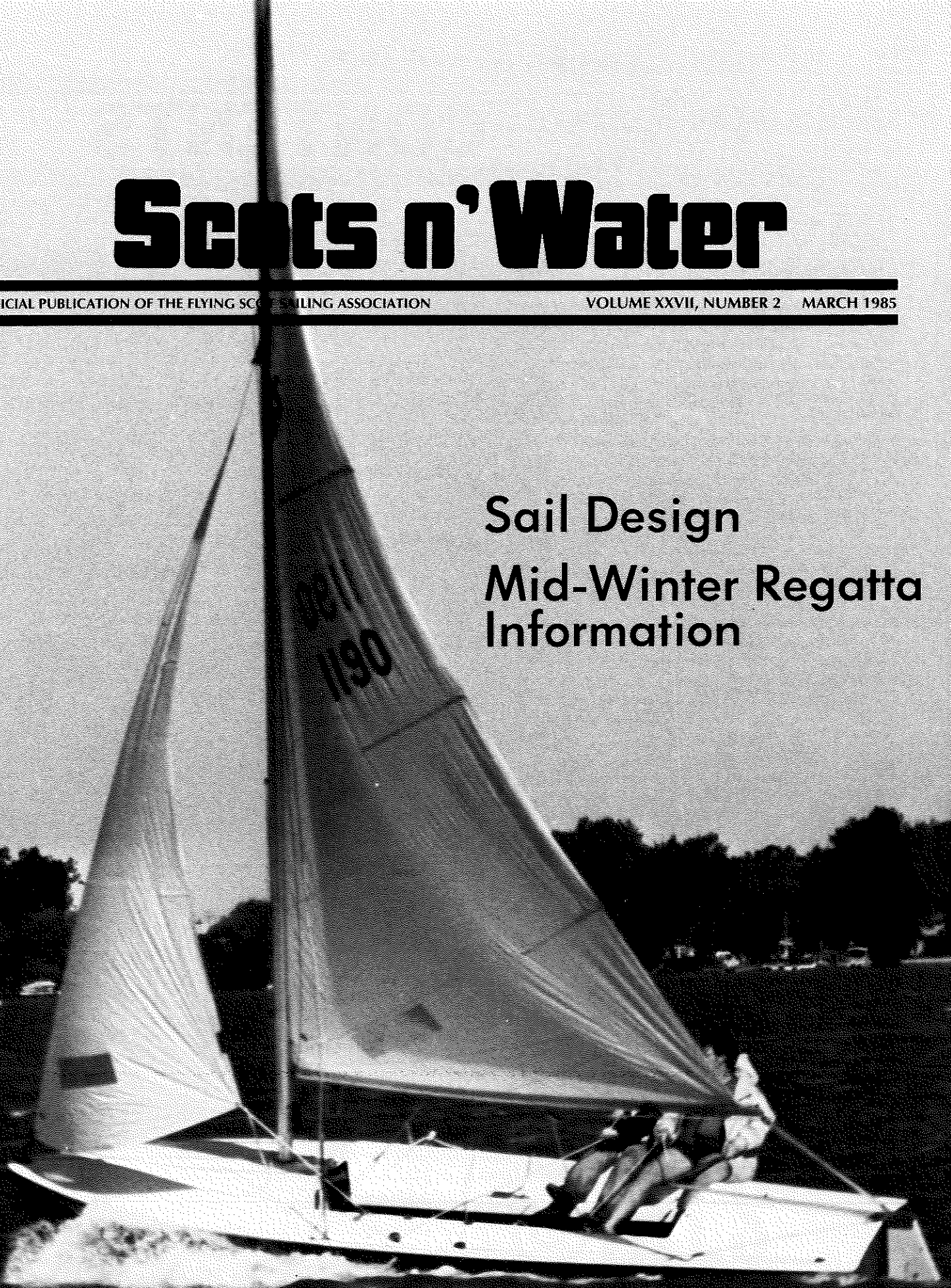


Seas n' Water

OFFICIAL PUBLICATION OF THE FLYING SCOTCH SAILING ASSOCIATION

VOLUME XXVII, NUMBER 2 MARCH 1985

Sail Design
Mid-Winter Regatta
Information



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Cover Photo: Doug Christensen and Martin Ehman do some high-speed reaching at the 1984 Michigan-Ontario Districts. Pat Barry photo.

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Scots n' Water

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The President's Column

Going Ape in Jacksonville

As I write this column, the sailing season is winding down for all but the most southerly of our fleets. By publication time, in March, thoughts will be turning to fitting out and getting on the water once again. This is a good moment to reflect on some events of the past year and to plan for an even better season in 1985.

Visiting with various fleets meant much to me in 1984. After the warm receptions we received and the spirited racing we enjoyed, Cathie and I look forward to hitting the road again this year with FS 171. Some early planning will be essential, so please let me know your regatta schedules as soon as possible. The hospitality of fleets in Virginia, Ohio, and Minnesota was much appreciated, and we hope to sail with Scots in other areas this year, as well.

The grand finale of our travels came on the weekend of November 10-11 when we rolled down I-95 to Jacksonville, Fla., for the Sandy Douglass Regatta at the Rudder Club. This regatta, honoring Sandy and his three great designs, has drawn numerous Scots and Thistles over

the years with its late season attractions. Foremost among these is the regular presence of Sandy himself. It is always a delight to renew acquaintances with him, and, as usual, I learned something from him.

Under the guidance of Denis Burgoon, aided by Mike Kiely (a smart New Englander taking refuge in Florida!), the regatta assembled boats from Florida and the Gulf, as well as some from Maryland and North Carolina. The silver was well-distributed geographically, as you will see when the results are published in *Scots n' Water*. Chuck Barnes repeated previous victories in fine style.

For the Walker family "racing team" the most excitement took place *after* the races ended on Sunday. A re-sail of one race gave us three on that day, extending our time on the water during the increasing winds that accompanied a solid cold front. Beating back to the club—distant perhaps a quarter-mile—we let go the sheets as a big puff caught us. Flying Scot 171 stood on her ear as I scrambled for the centerboard, calling to Cathie to get up with me. No answer came over the howling wind, so

I went around the boat to check on her. She was all right, but stuck on the low side, so we swam together to the transom line. Water and air temperature were moderate, and we were wearing foul weather gear and boots, so hypothermia was not a concern. My weight on the board tip brought her back on her feet, but then we had to board. This is not easy with weighty clothing! I needed a foothold lower than the transom line to get back in the boat, and this I fashioned from a loop of spinnaker sheet. Once aboard, we found only a few drops of water in the bilge (good old Scot!) and sailed to the club with no trouble.

Later I described our problem to Sandy, who promptly suggested the rigging of a second transom line, with a snap hook on one end. This is easily made into a loop for a foot. You can bet that my boat has one rigged now!

Our spirits revived at the awards ceremony when we received the traditional consolation prize for a sixth place: a stuffed toy ape, complete with visor and sailing outfit, etc., added by previous "lucky" winners. We'll adorn him appropriately to see to it that somebody else takes him home in '85!

So, with the ape, I got a neat tag for this column: "Going Ape in Jacksonville."

Best wishes for the sailing season!

Hal Walker FS 171

From The Editor

I am pleased to call your attention to a new column in this issue of *Scots n' Water*: "Member Profile." This column, like "The Fleet Review" and "The Governor's Report," is designed to improve communication about the sailors that comprise this association. "Member Profile" will present a different member each issue with the hope that we will all get to know other interesting, important people in the Class. I hope you'll agree that all these columns will improve communication and make

this magazine more personal to us all. Do you know FSSA members that we should profile? If so, please drop me a note!

I am also pleased to announce a new writer for our "Understanding the Rules" column. John A. S. "Jack" Brown III will be sharing his understanding of the rules and their use for the next several issues. To call him an expert would be an understatement! Jack is both a USYRU

(continued, page 5)

(From the Editor,
continued from page 4)

Senior Judge and Senior Race Officer. Just recently he was honored by being named one of less than 10 IYRU International Judges in the United States! He has chaired or judged five Scot NAC's, and served as judge at Star, Sunfish, Soling, Tornado, and USYRU championship events. Jack has 30 years of racing experience in Penguins, Thistles, Stars, and Scots. He is a member and past officer of Fleet 48, Lake Norman Yacht Club, and the South Atlantic YRA. He races FS 2070 at home on Lake Norman. We are indeed privileged to have a man of world-class stature in our class and writing this column. Welcome aboard, Jack!

I would also like to thank Tom Ehman Sr. for initiating the idea of the column and for writing the first several installments. A fine race officer and judge himself, I hope that we will occasionally have the benefit of his wisdom and experience. Thanks, Tom!

Finally, see you on the starting line!

IMPORTANT NEWS

Information available on Improving Your Scot Sailing

New to Scots? Never raced? Want tips on maximizing your performance?

All that, and more, is available through past issues of *Scots n' Water*.

Highlights of Scots n' Water contains articles of value to all Scot sailors, no matter how they use their boat. You may obtain a copy of this recently-revised gem from the Gordon Douglass Boat Co. for only \$10, shipping included.

Reprints of articles from the 1981-1984 *Scots n' Water* are available from your editor. See the December 1984 issue or contact me for more information.

Scots Continue to Receive National Attention

President Hal Walker reports that the January issue of *Small Boat*

Journal contained another complimentary article on the Scot in the "Winning Designs" section.

The March 1985 edition of *Yacht Racing and Cruising* features the Scot in its "Winning in One-Designs" column. The article is written by class notables Bubby and Marc Eagan.

Doesn't this consistent, continuous coverage of our boat in the national sailing publications remind you, again, of what a fine boat she is and how highly she, and the class, are held in esteem?

Read and enjoy!

We Want You!

Why not contribute article ideas or, better yet, articles for *Scots n' Water*?

(continued on page 8)



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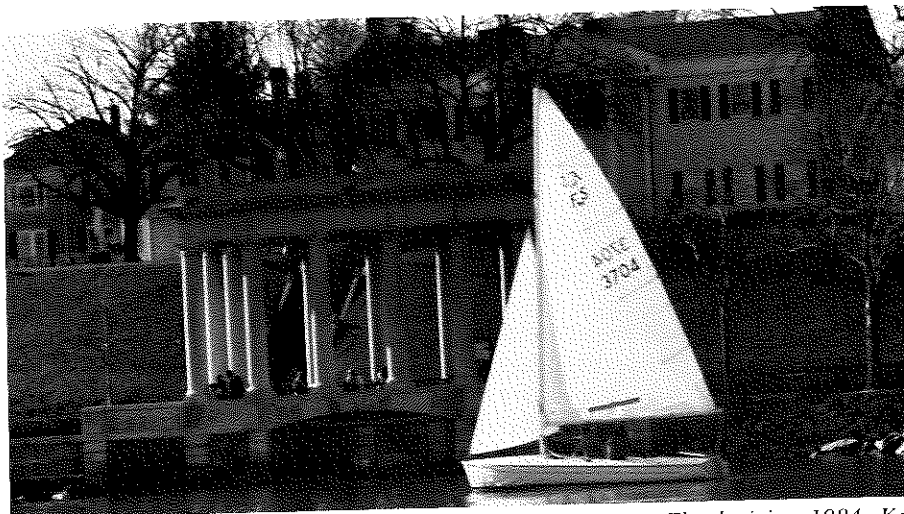
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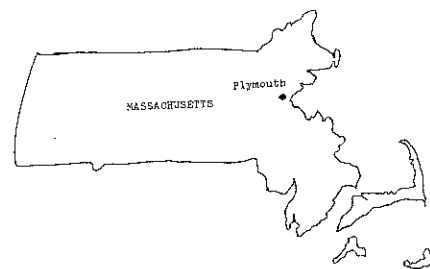
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Judy Fosdick and son Chris sail past famed Plymouth Rock on Thanksgiving 1984. Ken Fosdick photo.



The Fleet Review

Fleet 156, Plymouth, Mass.

Ken Fosdick
FS 3704

The Chamber of Commerce likes to call Plymouth "America's Home Town," since it is the home of the Pilgrims, Plymouth Rock, and the Mayflower. It is, however, also home of the newest Flying Scot fleet, Fleet 156.

Our fleet was chartered in the spring of 1984 and now consists of

five boats. Although the fleet is currently small, there is a very large and active fleet of Scots across the bay in Duxbury. The Duxbury fleet, #124, has over 30 Scots. The Plymouth fleet participates in many of their activities, including the Tune-Up series in June and the Mid-Summer series.

Fleet 156 is affiliated with the Plymouth Yacht Club. Like the city itself, the PYC has a long history, dating back to its charter by the Commonwealth of Massachusetts in

1890. The club made the decision, several years ago, to replace the One-Design fleet with a boat better suited for family sailing. And given the 10-foot tides that leave much of the Bay as mud flats at low tide, a center-board boat was required. The Scot was chosen because of its strong one-design concept. In addition, it's a solid boat with good resale value. And because of other fleets in Plymouth's close proximity, the Scot provides opportunities for outside competition.

The former club boat was the Highlander, Sandy Douglass's second design. Of the five members in our fleet, all but one are former Highlander owners and sailors.

The Plymouth Yacht Club is a year-round club, but the sailing season is limited to the months from June through October. The Club runs a full schedule of races. There is a five-race series in July and August, and special event races on the Fourth of July and Labor Day. The races are held on Sundays with Duxbury holding theirs on Saturdays. The 10-foot tides force the running of races at *unusual* times, such as 6 am or 5 pm!

Plymouth Scot sailors have already participated in the Scot North Americans, Mid-Winters, Northeast Districts, and many local events.

If you are ever visiting the historic city of Plymouth, let us know! We'd love to show you her latest attraction, Flying Scot Fleet 156.

Letters to the Editor

Dear Pat,

What a surprise to see my boat on the cover of the December issue! I'm sorry I don't have an action photo to match.

I finished the boat in November. I kept it docked at Chipawa Bay, on St. Lawrence, for three weeks. I sailed it six different days. All members of the fam-

ily got a chance to sail. Daughter Jennifer had sailed with Graham Hall and his daughters at the Sandy Douglass Regatta up this way in August. She was very helpful in "showing me the ropes"; I mean the "lines."

I'm very pleased with the way the boat performed and especially enjoyed the

windy day when the boat seemed to surf down the face of the two-foot waves encountered out in the channel. And best of all, I didn't have to row home! I didn't have my family with me that day, but a good friend, Bob Faubert, who is also new to sailing—but knows the river—came along.

Thanks so much,

John Soule
FS O
Hippy-Biker-Farmer
and SAILOR

The Governor's Report

Carolina's District

Bob Murdock
FS 1720

The Carolinas District is composed of six fleets, from the beautiful coast of South Carolina at Hilton Head (Fleet 134), to the scenic mountains of Virginia as seen from Smith Mountain Lake (Fleet 71). The other four fleets are located in the Piedmont of North Carolina: Lake Norman (Fleet 48), High Rock Lake (Fleet 108), Lake Townsend (Fleet 126), and Kerr Lake (Fleet 27). The fleets range in size from seven boats to the second largest fleet in the FSSA, Fleet 27, with 55. District accomplishments are many, including Fleet of the Year honors, hosting

Nationals, and election of its members to office in the association. Recent notables include President Hal Walker, Past Commodore Bill Singletary, and former Editors Paul Newton and Dick Elam.

A majority of the Scotters drysail their boats and trailer them to the lakes and coast for club races, invitations, and daysailing. A few of our more ambitious sailors average over 7000 miles on the road each year!

There was a time when most of our Scotters were "homebodies," but in 1972 Dick Helmold of Fleet 27 offered the Helmold Trophy for the Carolinas Scot sailor beating the most boats in a series of invitations that included the Mid-Winters and Nationals. The gas crunch of the '70's



Sailing on Lake Norman

forced us to drop the two more distant regattas from the series, but the competition continues today with each fleet sponsoring an invitational. In addition, the Oriental Sailing Social, sailed at Oriental, NC, and the District Championship are

(continued on page 8)

Racing Clinic

For Beginners/Intermediates: Noon, Friday, May 31 through Noon, Sunday, June 2 at Portage Lake, near Ann Arbor, MI. Scot sailors from as far away as Tennessee and New Jersey have attended this outstanding event. Call or write for details.

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New Item: HARKEN HEXARATHCET® riser, form-fitting molded black plastic platform. No maintenance alternative to wood block to wedge ratchet up to horizontal. Leeward cleating is easy in the heaviest of winds! Now no excuse for cumbersome across-the-cockpit sheeting. \$30 package has (2) risers, fasteners, HARKEN #150 cleat wedges, and instructions.

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Gov. Report

(continued from page 7)

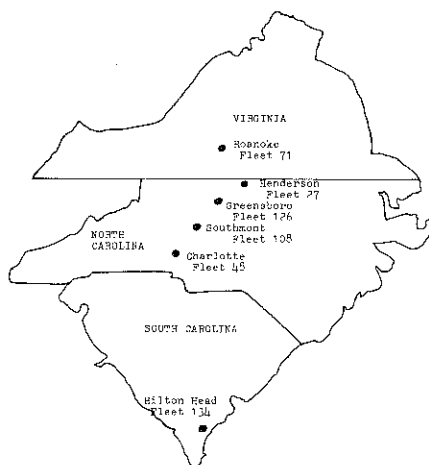
included to make the Helmold series a challenging road trip. The "Great 48" and the "Governor's Cup" consistently have over 30 Scots sailing.

Our District is working hard to promote sailing. In addition to the club races and invitationals, some fleets have tactics and strategy sessions, rules discussions, and chalk talks which include diverse topics such as cruising, anchoring, and maintenance. Fleet 126 has a sailing course open to the public which includes shore and on the water instruction. Fleet 27 is starting its fourth season of "Learn to Race" sessions designed specifically to teach new Scot sailors how to sail and race their boats. Sessions are conducted once a month for five months with the last session being the "Hot Shot" Regatta. The sessions begin with a shore lesson followed by several short races. The participants get on-the-water coaching from experienced skippers.

There is more to sailing than racing, and while many of us enjoy daysailing on our home waters, the lure of the Neuse River at Oriental is impossible to resist. There the river is five miles across and has a sea breeze. Much of the land along its banks appears to be virgin woods and marsh, and the skies are bright blue frequented by huge, billowy white clouds. Consequently, we make every excuse to go to Oriental!

The "April Fool's Regatta" is sailed from New Bern to Oriental — 23 miles downriver — on the first Saturday of April. Upon arrival at Oriental, the sailors dock their Scots in front of their motel for the night. The evening is filled with seafood, "spirits," music (some Scotters bring their instruments along), and talk about the coming season. The regatta is not a race — it's a leap into the sailing season!

Labor Day weekend is a time for merriment. Fleet 27 sponsors the



"Jellyfish Jig" at Oriental. The weekend is loosely structured to include boating games such as tag, relay races, scavenger hunts, picnics on distant shores, feasts, and partying.

We in the Carolinas District welcome you to sail with us at our outings and in our races. The calendar in *Scots n' Water* contains a list of our District invitationals. For more information about the races or the outings, call me at (919) 286-0093 (evenings).

And please, come sail with us!

1985

Mid-Winter Championships

April 2-6

See page 18.

Important News

(continued from page 5)

Ideas and articles on any of the following helps to make this *your* magazine:

- Member Profiles
- The Fleet Review
- Fundamentally Speaking
- Understanding the Rules
- Daysailing
- Cruising
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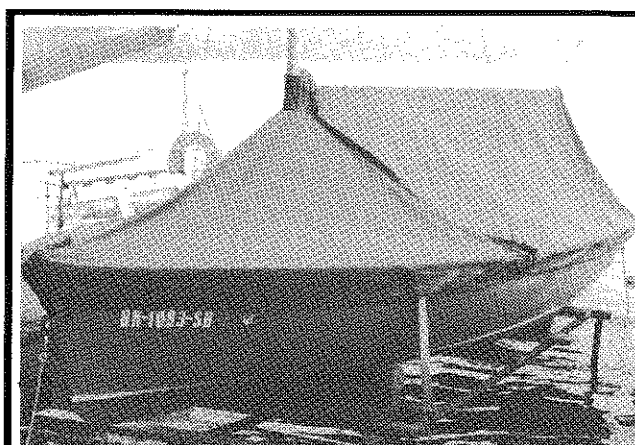
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Member Profile:

Floyd Davis

We are sad to report that Floyd Davis passed away January 6, 1985, after a long and serious illness. Floyd contributed much to the Flying Scot class and will be missed by us all. The article below was written prior to his death.

To know him is to love him. Long on patience, but quick with a joke. Kind to a fault, but demanding as well. Maker of champions, a champion himself. The patriarch of Scot sailing, "Southern style." Who else but "Uncle Floyd" Davis?

It would be nearly impossible to describe the depth of love and respect felt for Floyd Davis. Throughout the Gulf Coast area, and indeed anywhere where people have had a chance to meet him, Floyd is nearly revered. The moniker "Uncle" is not taken lightly as countless numbers of sailors have "adopted" him as a blood relative.



Floyd Davis

How a person engenders such love and admiration is worthy of study for so few seem to ever create those strong feelings in so many people.

A good sailor? Without question! Numerous trophies and awards from 50 years of racing attest to that. Sailing first in the official GYA boat, the Fish Class, Floyd was successful as a young man. When the Scot became the official GYA boat several years ago, Floyd continued to win there, as well. His success continued even into his late 60's to mid-70's. In 1976, he pushed winner Tom Ehman Jr. hard and even had a chance to win the NAC at Lake Norman. As late as 1982 he won a major regatta, showing the many outstanding sailors present how its done by sweeping the Lake Martin "Punchbowl" regatta. And last year, special recognition was bestowed as he attended

his 50th Lipton Cup regatta. If you were to ask Floyd, at 76, he can remember nearly every regatta he sailed, the conditions, his competitors, and his finish!

What Floyd has done for Scot sailing, though, has really endeared him more.

Over the years he has taught dozens of people to sail. Not only sailing at his host club, St. Andrews Bay YC in his hometown of Panama City, Fla., but in numerous travels as well, his mark of distinction was always that he had Junior sailors with him; he was always teaching what he knew to others. Those he helped are innumerable to recount, but include such notables as defending Mid-Winter champ Chuck Barnes.

Recently Floyd has been found providing guidance, knowledge, and wit in helping to run the annual Mid-Winter Championship at his home club.

Floyd has always loved a good time and his quick wit has always been appreciated. Chuck Barnes recounts:

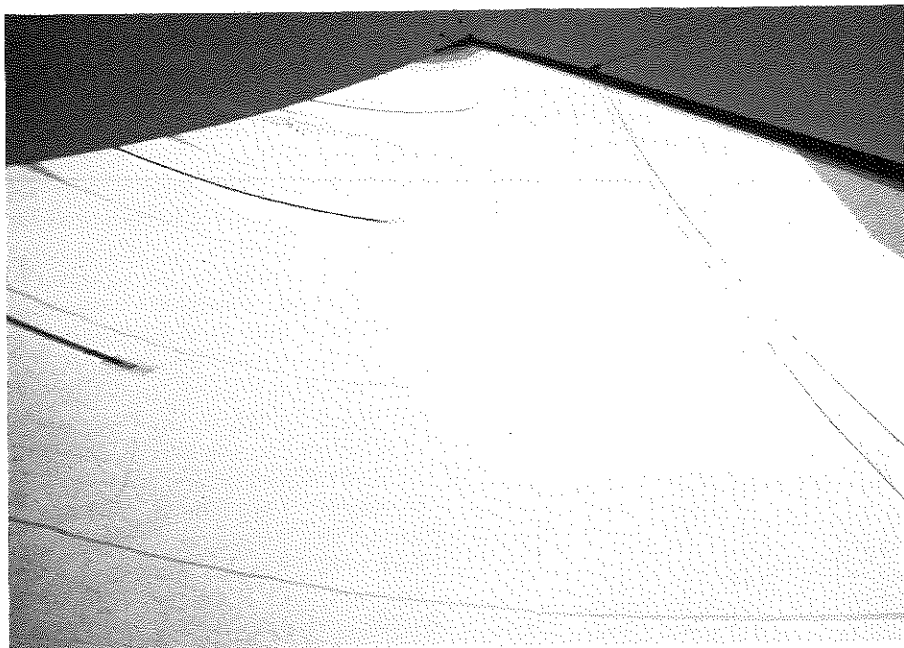
I was 12 and sailing at my first out-of-town regatta on Lake Martin, Alabama. My sister Jill and I were crewing for Uncle Floyd in some pretty strong weather. It was really blowing hard! And it was really shifty! Jill and I were slump hiking when a huge header hit us, nearly capsizing the boat to windward. As I scrambled back on the boat Jill yelled that she couldn't get back on board. Floyd coolly responded "Don't worry, darlin', it was just a whirlwind. It will come back. Just hold on down there 'til it does."

But Floyd can take it as well as give it out. A few years back, during an always loud, rambunctious, and fun awards ceremony at a Punchbowl regatta, Jim Bryan trotted out a sign that said "If you think you're ugly, wait 'til you see Floyd Davis!" Floyd reportedly loved it!

His willingness to help others, ready wit and quick smile, and his ability in sailing have all contributed to the love and respect people feel for Uncle Floyd Davis.

There's a lesson to be learned here and there's no one better to teach it than Floyd.

Information for this story was contributed by Terry Dees, Jane Allen, and Chuck Barnes.



Sail shape is best seen looking from the boom up. Richard Klein photo.

The Sky's the Limit: Sail Shape and Sail Design

Larry Klein

•Design Basics

Basic to any discussion of sail shape and sail design, we have to define the terms that describe sails. These are *camber*, *draft*, *entry*, and *exit*. **Camber** refers to the fullness or the actual amount of depth that is in the sail. **Draft** refers to the position of maximum fullness and is expressed in a percentage such as "50 percent aft of the luff." **Entry** refers to the shape of the leading edge of the sail, not only the first couple of percent, but also back into the sail. It is expressed in terms of the shape of

the sail as full or fine, full being a rounder leading edge and fine being a flatter leading edge. Conversely, the **exit** is the aft portion (in the mainsail, the batten section; in the jib, the aft quarter) of the sail.

Through testing, we've learned that a flat entry jib will not work in the Flying Scot. The boat will only point so high because of its hydrodynamic limitations, and trying to make it point higher with a flatter entry stalls it out. A jib that is built fuller than the norm would be good in a chop, but would not point as well as a flatter sail. A flatter sail may be underpowered particularly when the wind is less than 12 mph and the chop is severe. One anomaly is that in light air, fuller sails may make the boat point higher because

they have more power. In other words, with flatter sails, the boat must be laid off to get going, therefore pointing lower.

Whether you sail in predominately flat water, like an inland lake, or choppy water, like Tom's River in New Jersey, will determine whether your jib should be cut flatter or fuller. If you sail mainly in club races in a particular area, you should tell your sailmaker so he can adjust the sail to suit. If you plan to travel around and sail in different conditions, you need a set of sails that is more moderate in shape and can be adjusted for different conditions. No one set of sails is perfect for all conditions.

•Mainsail Design

Mainsails are less affected by water conditions than are jibs. Mainsail shape can be controlled using out-haul, vang, cunningham, and main-sheet. Absolute shape of the main has less effect in varying conditions than the shape of the jib. While one of the best shapes for the Scot jib is with the draft forward and leech open, the main actually should be built with the opposite shape. We found that the best Flying Scot mains have the draft relatively far aft, particularly in the bottom, with a flat entry along the whole luff and with the leech rounder than you might expect on a boat like a Scot.

A powerful or round leech helps the boat point in moderate air. The reason for this is that the wind (streamlines) coming into the jib is changed in direction as it approaches the sail. There is a back pressure coming out of the slot between main and jib that forces the wind to change direction. The back pressure or upwash diverts the wind to leeward giving the jib a lift. The upwash is affected by mainsail leech tension. The tighter the leech on the mainsail, the more upwash and the higher the boat will point. A rounder leech in the mainsail is a higher pointing shape mainly because it provides more upwash for the jib. A rounder leech also can be twisted off by easing the sheet and still retain power to get through chop.

The optimum camber, draft, entry, and exit of a sail will differ for different conditions for different kinds of boats. A sail with more camber, a fuller sail, gives you more drive and

also more drag. When sailing upwind, less than 20 percent of the drive out of the sails is forward and 80 percent is sideways. (See figure 1) Light air requires more power, so fuller sails are generally faster.

As the wind picks up, and the boat goes from underpowered to overpowered, you must dissipate some of the drive of the sails because, remember, when sailing upwind 80 percent of the force is sideways, and when you get to the point of being overpowered the boat will be going hullspeed and will not go any faster. So, to reduce side force and keep the boat from heeling and making leeway, you must reduce the power in the sails. You do this by making the sails flatter. (See figure 2-A) In general, flatter water allows you to flatten the sails sooner than choppy water which requires more drive and power in the sails.

The position of draft in the sail is affected more by the condition of the water than the strength of the wind. In flatter water, the draft should be further aft in the sail. (See figure 2-B) This is the higher pointing shape. Sails that have the draft further aft also usually have the entry flatter and the exit portion rounder. Al-

though this shape has a higher drag (See figure 3), it has a higher pointing potential. Choppy water, on the other hand, requires that the draft be further forward with the entry rounder and the exit (runoff of the sail) flatter. This is a higher accelerating shape and better when the boat needs to accelerate and drive through the waves.

•Jib Design

Besides water and wind conditions affecting the shape of the sail, the hydrodynamic requirements of the boat also affect the way sails should be designed. In the case of the Flying Scot, because the jib is trimmed so far outboard, it must be made relatively flat. A full sail just would not point. Because the Scot jib is trimmed so hard on the sheet, it must also be cut with a flat exit. Too much fullness in the leech would end up hooking it and stalling the boat. The Scot also has a lot of wetted surface and needs a lot of acceleration and drive. The best Scot jibs have the draft relatively far forward with a round entry.

It is not as good a shape, however, in heavy air and flat water where a

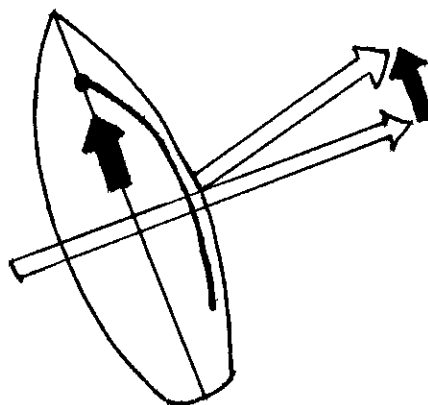


Figure 1

flatter leech can be sheeted harder without hooking. A mainsail built with a flatter leech and draft further ahead would be a better heavy air sail, but would not be nearly as good in light to moderate air.

•Sail Trimming

Some people think that a rounder exit mainsail is a harder sail to trim. I do not believe that. By following some rules of thumb such as keep-

(continued on page 12)

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The Sky's

(continued from page 11)

ing the top batten parallel to the boom and keeping the top telltale flowing at least half the time, trimming the sail is really not difficult.

We found in much of our testing that in many different classes a mainsail that is flat down low in the bottom two to three feet seems to be a faster all-around sail. The very bottom is trimmed in almost to centerline. Therefore, most of its drive

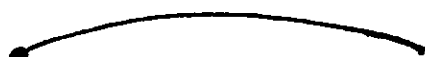


Figure 2-A

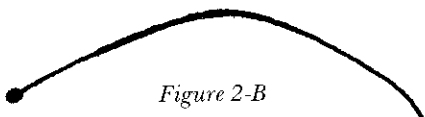


Figure 2-B

is sideways. As you go up the sail, the drive vector is more forward force, less side force, thereby making the power in this section more effective.

Another theory believed by some sailors is that sails that are full in the top are harder to depower. I do not believe that either. Again following some rules of thumb, even an inexperienced sailor can make the correct adjustments to outhaul, vang, cunningham, and mainsheet to depower the boat.

●Building The Sails

Now that we have talked about what Scot sails should look like, let's talk about how we as sailmakers put that shape into a sail. There are two ways of shaping a sail. One is by using luff curve, or luff draft, and that is either a positive curve on the luff of the mainsail or jib, or a negative curve. More positive curve adds fullness to the sail. Think of it as cloth being added to the luff so that when you put the sail on a straight spar, it falls into the sail as fullness. (See figure 4) Luff curve has the tendency to put draft in the

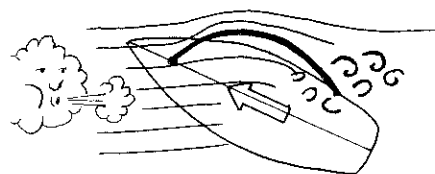


Figure 3

front third of the sail. More luff curve means a fuller sail with a rounder entry.

Another way to put draft into a sail is by using panel taping or broadseaming. (See figure 5) Broadseaming can be thought of as a take-up in the leech or luff, or both, of a sail. The sail is taken up on the edge more than it is in the middle. The seam gets broader as it runs toward the edges from the middle of the sail. Broadseams can be tailored to adjust both the amount and shape of camber in the sail. If we want the sail rounder in the back, we make the broadseaming curves rounder in the sail. If we want the draft further forward in the sail, we move the zero point of the broadseaming further forward.

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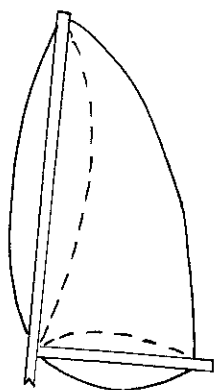


Figure 4

In most classes, sails that are built for heavy air have more luff curve and less broadseaming. Sails built for light air have more broadseaming and less luff curve. In the case of a mainsail for heavy air, more luff curve, less broadseaming, means draft further aft and allows the main to be trimmed harder. In light air, you cannot trim the sails as hard to bend the mast, so less luff curve and more broadseaming add power. Understand that luff curve and broadseaming both put shape in the sail, but their effect is a little different.

Another mainsail-shaping tool is the shelf foot. The shelf foot is a lighter piece of material put in the foot of the sail to give the sail a loose-footed effect without really being loose-footed. When the outhaul is eased, the shelf foot opens and adds a lot of draft to the foot for reaching and downwind sailing.

●Adapting Theory to a Specific Boat

To answer the question of how a sail designer comes up with a design for a particular sail, most sailmakers have a general program they work from when designing sails of certain size and cloth, and then must modify these designs, taking into account the characteristics of the boat, including in the case of the jib: jib lead position, headstay sag, and wetted surface of the boat; and in the case of the mainsail: mast bend characteristics and power requirements of a particular boat.

A good example of how different sails are built for different conditions is the Soling class. The Soling class allows two mains and two jibs as well as three spinnakers. Most sailmakers build a light air main and jib and a heavy air main and jib. The light air main is made with a flatter luff curve and is actually flatter in overall shape than the heavy air main because in light air, little backstay is

used to promote forestay sag to make the jib fuller, so a full main with a lot of luff curve would be too full for light air and consequently slow.

The heavy air mainsail is built with a lot of luff curve and is considerably fuller than the light air main, but it is set up with more backstay and as much bend as 10 - 12 inches. Extra backstay is put on in a breeze to keep the forestay straight.

The light air jib is, as you would expect, cut fuller than the heavy air jib, made out of lighter cloth with the draft further forward and the entry a little fuller. The heavy air jib is made with a bit flatter entry, flatter overall, particularly in the head, with a clean exit aft.

In the Scot, we are not allowed the luxury of having different sails for different conditions. We must have one set of sails do it all in every condition. The sails must be designed more conservatively, with all-around performance as a basis. If you have a particular condition that you want to excel in for whatever reason, talk to a sailmaker and see if he is willing to fine-tune his standard design to suit your particular need.

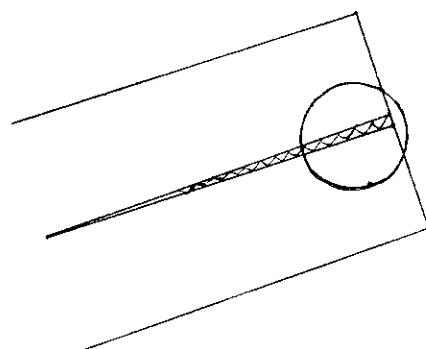


Figure 5

Larry Klein, a previous Collegiate All-American, has continued his winning ways since his successful college days. Known best to Scot sailors as two time NAC and Mid-Winter Champion crew with Andy Fox, Larry has also won numerous championships in the Highlander, Thistle, and Lightning classes. In 1984 he won the J-24 Worlds and sailed with Ed Baird in a very successful try for the right to represent the US on the Soling Olympic Team.

Designing and selling sails for the past 10 years, Larry is currently working with Ullman Sails, in St. Clair Shores, MI.

Understanding the Rules

The Right of Way Rules in Yacht Racing

Jack Brown
FS 2070

This article and those to follow in the next few months are part of a continuing effort by *Scots n' Water* to help Scot owners who race to feel more comfortable with the racing rules. This portion of the series is directed primarily to the sailor who usually races locally in the club or fleet series only. The racing experts in the class, like those in all classes, have the need and opportunity for a more thorough understanding. In this case a little knowledge is not a dangerous thing and we'll try to help you pick up some of that knowledge.

Most of us need a basic understanding of the right of way rules and that's where we'll begin. Although the entire rule book comprises some 94 pages, you can understand your rights and obligations on the race course by working with only 10 of those pages — two pages of definitions in *Part I* and eight pages of Right of Way rules in *Part IV*. We'll work on these in this and the next few articles. Later on, if enough of you are interested, we can spend some time on the rules of *Part II* concerning the management of races and of *Part VI* on protests, penalties and appeals.

So let's get started. You can't really make any sense of what is to follow

(continued on page 14)

Understanding

(continued from page 13)

if you don't own a rule book, heaven forbid. 1985 will be a new rule book year and every member of USYRU gets the new rule book free each time a new book is issued. Might be a good reason to join the union, the national governing body of our sport. Some general comments about the rules. Note that they are entitled the *INTERNATIONAL YACHT RACING RULES*. They are endorsed by all national governing bodies in the sport. The same rules apply in your local fleet races as apply in the Olympics or at the SORC. The rules of *Part IV* have one purpose, to help us all to avoid collisions and to sail around the course in safety.

Contrary to the opinions of many who have not studied them recently, the 1981-84 rules are presented in an orderly fashion, are extremely precise and, most often, mean exactly what you assume they mean.

They are not too full of exceptions nor do too many rules overlap. In a widely used rules quiz of recent vintage, 47 of the 50 questions could be answered by reference to only a single rule.

Note that the introduction to the rules indicates that the word "shall" is mandatory and the words "can" and "may" are permissive in interpreting the rules. In addition, when a defined term from *Part I — Definitions* is used anywhere else in the rules, it is printed in italic type. This article will follow that format.

Let's look for a moment at the overall organization of all the rules. They are written in six logically arranged and titled sections — or parts — plus 11 appendices. The sections are:

- | | |
|----------|----------------------------------|
| Part I | — Definitions — 2 pages |
| Part II | — Management of Races — 13 pages |
| Part III | — General Requirements — 8 pages |
| Part IV | — Right of Way Rules — 8 pages |
| Part V | — Other Sailing Rules — 7 pages |

Part VI — Protests, Penalties and Appeals

This is a good time to mention preambles. Each of the above parts begins with a preamble. The preamble to *Part I — Definitions* indicates that all preambles and all definitions rank as rules so it behooves us to read them with care.

Now let's look at the organization of just *Part IV*. We learn, again from the preamble, when the rules of *Part IV* apply. They apply *only* between yachts racing or intending to race and then *only* from the time they begin to sail about in the vicinity of the starting line until they have finished or retired and left the vicinity of the course. Other government right of way rules, beyond the scope of this article, apply at all other times. In *Part IV* we find just three sections, each titled and each containing a specific type of information. Each section contains just a few rules, again each carefully titled. This is an exercise to convince you that you can find the information you need regarding right of way easily and quickly without thumbing

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PART IV — Right of Way Rules Section A — Obligations and Penalties

- Rule 31 Disqualification
- Rule 32 Avoiding Collisions
- Rule 33 Rule Infringement
- Rule 34 Hailing

Section B — Principal Right of Way Rules and Their Limitations

- Rule 35 Limitations on Altering Course
- Rule 36 Opposite tacks — Basic Rule
- Rule 37 Same tack — Basic Rules
- Rule 38 Same tack — Luffing and Sailing above a Proper Course after Starting
- Rule 39 Same tack — Sailing below a Proper Course after Starting
- Rule 40 Same tack — Luffing before Starting
- Rule 41 Changing tacks — Tacking and Gybing

Section C — Rules which Apply at Marks and Obstructions and other Exceptions to the Rules of Section B

- Rule 42 Rounding or Passing Marks and Obstructions
- Rule 43 Close-Hauled, Hailing for Room to Tack at Obstructions
- Rule 44 Returning to Start
- Rule 45 Re-rounding after Touching a Mark
- Rule 46 Anchored, Aground, Capsized or Person Overboard

Now, why all the detail above? Because — to get a handle on the rules, you need to know the type of situations the rules cover and the title of each rule above tells you just that.

Before we can discuss the rules with any degree of precision we need to be sure we truly understand the words and phrases used in writing and talking about them. Most judges I talk with share my experience that many racing sailors, even some reasonably experienced types, cannot define some basic terms such as tacking, gybing, luffing, finishing, proper course or obstruction. There are only 20 of these defined terms, 17 of which deal with racing situations and three of which are in the realm of race management.

USYRU publishes a wonderful little primer of rules on a plastic card entitled "Yacht Racing Right of Way Rules in Brief" to which we will refer again in future articles. It includes just 10 basic rules which, if thoroughly understood, would keep us away from the protest hearing in about 90 percent of our confrontations with friends on the race course. Even this most basic treatise employs 15 of our 17 defined terms. This just goes to show that it is much more difficult to play the game if you don't really speak the language.

In the next column we will go through the definitions so you can really learn to "speak the language."

If you don't have a copy of the USYRU Rule Book you can obtain one by becoming a member. If you desire a copy of the rules, only, you may also obtain them and the "Yacht Racing ... Rules in Brief" from the Union, as well.

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Meet Jack Brown in From the Editor

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THE FLEET'S IN

Fleet 1 Regatta

Rick and Jo Baugher did not need the last scheduled race to best the 31-boat field in the annual Fleet 1 regatta held September 15-16 on Cowan Lake, Ohio. When the first three races of the four-race, one-throwout format were finished on Saturday, Rick and Jo had combined excellent boat speed with a sure sense of the right way to go in the brisk, but shifty, breezes to post an unbeatable three firsts. Jack and Rosalee Leiper followed the Baugher's lead and closed out any challengers for second with three deuces. Local sailor Sandy Eustis took a four point lead over District Governor Paul Nickerson and crew Chris Nickerson into the final race and both sailed throwouts in the light, shifty air that was leftover Sunday morning. Young Brian More, sailing on his home waters with father George and sister Juile, built on a strong

third place in the first race to finish fifth.

Saturday night was enjoyable as Fleet One hosted the customary Pig Roast followed by some vigorous rounds of Trivial Pursuit. No official scores were kept, but one team composed of ladies claimed victory.

John Danks, Fleet 1 Captain

1. Baugher	1	1	1	(1)	2.75
2. Leiper	2	2	2	(2)	6
3. Eustis	5	4	5	(11)	14
4. Nickerson	6	6	6	(17)	18
5. More	3	9	7	(20)	19
6. Caldwell	8	7	(10)	5	20
7. Eilers	13	3	4	(23)	20
8. Huling	9	(19)	8	8	25
9. Cornish	4	10	(18)	12	26
10. Leet	14	(15)	9	4	27

Port Oliver YC Regatta

The Kentucky-Tennessee Championship for Flying Scots was sailed on September 22-23 at Barren River

Lake in Bowling Green, KY. Host Port Oliver YC provided ideal 10-15 mph winds for the four-race series.
Jim Morrison, FS 2898

1. Frank Kersting
2. Jim Morrison
3. Mark Carwell

Fleet 80 "Whisky Sour" Regatta

A record 20 Scots sailed in the Fleet 80 "Whisky Sour" Regatta held at Lake Arthur, Penn. (near Pittsburgh) on September 22-23. Sailmaker Craig Leweck, fresh from his second place finish at the NAC's, dominated the six race, no throwout regatta with excellent boatspeed in the light-air Saturday races and in the "ideal" 10-15 knot winds on Sunday. Boatbuilder Harry Carpenter held off local sailor Pete Salmon-Cox for second and "guest star" Graham Hall edged local Tom Atkins for fourth.

The most dramatic comeback was by regatta chairman Dan Goldberg whose strong finishes on Sunday propelled him from fourteenth to eighth overall.

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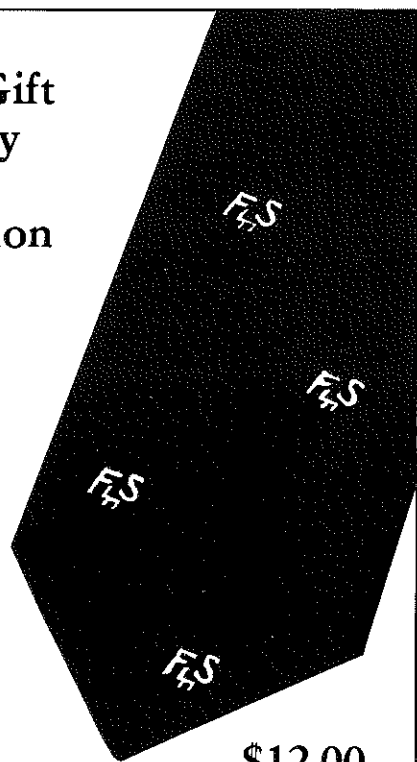
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Cowan Pigroast, left to right: *Caldwells, Leippers, Baughers, Eustis, Mickersons.*

by Craig Leweck on sail trim and "go fast" techniques.

Excellent out-of-town attendance indicates that this regatta has become a major event in the Ohio District. If you plan on sailing for the Fleet 1 Trophy in Ohio next year, plan to attend. Same time, same place, next year. *Dan Goldberg, 3637*

- | | |
|---------------------|------------------|
| 1. Craig Leweck | Columbus, OH |
| 2. Harry Carpenter | Oakland, MD |
| 3. Peter Salmon-Cox | Pittsburgh, PA |
| 4. Graham Hall | Gloversville, NY |
| 5. Tom Atkins | Pittsburgh, PA |

Nineteen boats were registered with a minimum of 15 boats successfully completing each race. Mike Graham's consistent series gave him a solid win over a strong field, including Loy Vaughan who just narrowly missed winning the Gulf District a few weeks earlier. *John Fundin, FS 723*

- | | | | | | |
|-------------------|--------|-----|----|----|----|
| 1. Mike Graham | B.S.C. | 1 | 3 | 2 | 5 |
| 2. Kent Hassel | A.Y.C. | 2 | 5 | 7 | 2 |
| 3. Bob Mewbourne | B.S.C. | 3 | 2 | 3 | 9 |
| 4. Joe McFadden | D.S.C. | 6 | 4 | 4 | 3 |
| 5. Loy Vaughan | B.S.C. | DNF | 1 | 1 | 1 |
| 6. John Fundin | B.S.C. | 4 | 9 | 10 | 7 |
| 7. Ernie McConnel | B.S.C. | DNS | 8 | 5 | 4 |
| 8. John McCary | B.S.C. | 9 | 13 | 5 | 6 |
| 9. Tom Lowry | B.S.C. | 8 | 6 | 8 | 15 |
| 10. Tony Bueschen | B.S.C. | 11 | 7 | 14 | 12 |

Saturday night featured the annual Fleet 80 steak fry with Jim Stan's famous Whiskey Sours and a Graham Hall videotape of Scots in action. Perhaps the highlight of the evening was an excellent side show

Great Scot Regatta

Four races were sailed on Lake Logan Martin, Birmingham, Ala., in 5-15 mph winds and a variety of weather conditions in this year's Great Scot regatta on October 20-21.

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.

From the rough weather at the Midwinters, to the fickle inland conditions of the Governor's Cup, to the steady breezes of the NA's, **Shore Sails** performed. Let them perform for you.

Call Greg Fisher or Craig Leweck at the loft or look for us on the regatta circuit. Consider us your personal sailmaker.

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SHORE SAILS

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FSSA Midwinters, Panama City, Florida

Here Before You Know It!!

The 1985 Mid-Winter Championship is not as far away as you think. April will be here before you know it! Make your plans now to join in all the fun.

Six races will be sailed at St. Andrews Bay Yacht Club in Panama City, FL. If all six are run, there will be a throw-out. Skippers will select between Championship and Challenger divisions.

All sailors must have paid 1985 FSSA dues. Sails will be measured. Awards: 1-7 Championship Division
1-5 Challenger Division

Housing that is convenient to the yacht club includes:

Bayside Inn
711 W. Beach Dr.
Panama City, FL 32401
(904) 763-4622

Howard Johnson's
4601 W. Hwy. 98
Panama City, FL 32401
(904) 785-0222

Ramada Inn
3001 W. 10th St.
Panama City, FL 32401
(904) 785-0561

Days Inn
4810 Hwy 98
Panama City, FL
(904) 769-4831

Mid-Winter Schedule

Tuesday, April 2

Registration

Sail Measurement

Board of Governors Meeting

Wednesday, April 3

Morning: Registration

Sail Measurement

Afternoon: Race 1

Oyster Party

Thursday, April 4

Race 2 & 3

Cocktail Party

Friday, April 5

Race 4 & 5

Fish Fry

Saturday, April 6

Race 6

Awards

REGISTRATION

Skipper _____ Fleet No. _____

Address _____ Sail no. _____

City _____ State _____ Zip _____

Crew _____ Division _____

Registration fee \$40.00 (\$35.00 if pre-registered by Mar. 31) Make checks to "Mid-Winter Regatta Fund" & mail to:

Mrs. Betty Smith, P. O. Box 406, Panama City, FL 32402

Focus on the 1985 North American Championships

The Host

Riverside Yacht Club will be the base for the sailing and social activities during the NAC races this August 12-16. The Club is located on the Connecticut shore of Long Island Sound, some 25 miles west of New York City. Riverside Yacht Club

was founded in 1888 and has included among its members prominent "blue-water" racers in such events as the America's Cup, the Bermuda and the Transatlantic Races. The Club has always emphasized one-design racing as well, and its members are currently sailing Ensigns,

Etchells, 420's, J-24's, and Rhodes, in addition to the large fleets of active Scots. A large number of die-hard frostbiters also compete actively during the winter months in Dyer Dinghies.

(continued on page 19)

The Starting Line

REGATTA CHAIRMEN:—Note the changes in publication schedule and the submission dates for publication of regatta entries. Regatta notices should include:

Date of event

Location

Any pertinent details

Contact person

Their name, address, phone number

MID-WINTER CHAMPIONSHIP

April 2-6 — 1985 Mid-Winter Championship. St. Andrews Bay YC, Panama City, FL. 6 races, 1 throw-out. Registration April 2, 3. Race 1, April 3. Contact Betty Smith, P.O. Box 406, Panama City, FL 32402. Entry form and accommodations in January and March issues.

1985 NORTH AMERICAN CHAMPIONSHIP

AUGUST 12-16 — 1985 North American Championship, Riverside YC, Riverside, CT. Registration and measurement August 10-11. 3 race Elimination Series August 12-13 followed by 5 race Championship and Challenger Series August 14-16. Entry form and further information in Jan., March, May, and July issues.

CAPITOL DISTRICT

The following open regattas will be held in the Capital 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 Edgchill Rd., Alexandria, VA 22302; or District Reporter John Clickener, 1632 St. Marie Ct., Virginia Beach, VA 23464.

April 27 — Azalea Festival Regatta*, Norfolk Navy SA, Norfolk, VA (F1 137).

May 11-12 — Azalea Cup Regatta*, West River SC, Galesville, MD (Fleet 97).

May 25-25 — Spring Regatta*, Potomac River SA, Washington, DC (Fleet 42).

June 1 — Potomac River Regatta*, Glenmar SA, Middle River, MD (Fleet 64).

June 15-16 — Glenmar Annual Regatta*, Glenmar SA, Middle River, MD (Fleet 64).

June 22-23 — Annual Regatta*, Norfolk Navy SA, Norfolk, VA (Fleet 137).

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.

CAROLINAS DISTRICT

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

May 4-5 — Great 48 Regatta. Hosted by Fleet 48, Lake Norman YC, Charlotte, NC. Registration \$10. Contact Len McLaughlin, Box 6113, Spartanburg, SC 29304 (803) 579-2689.

May 25-26 — High Rock YC Regatta, Southmont, NC. Contact Kent Taylor (919) 768-1868.

June 8-9 — Carolinas District Championship, VISA YC, Smith Mt. Lake, VA.

June 15-16 — Governor's Cup. Carolina SC, Kerr Lake, Henderson, NC. Contact Karl Kleeman (919) 467-4203.

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

April 27-28 — Fourth Anniversary Regatta. Fleet 150. Lake Conway, Orlando, FL. Contact Terry Nidel (305) 869-7745 or Clinton Smith, 1505 Crossbeam Circle West, Casselbury, FL 32707 (305) 699-0584.

MIDWEST DISTRICT

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

OHIO DISTRICT

May 18-19 — Buckeye Regatta. Hoover Yacht Club, Hoover Reservoir, Westerville OH. Contact Jack Huling, 677 Winmar Pl. S., Westerville, OH 43081. (614) 882-4591.

June 29-30 — Ohio District Championship. Clear Lake, Angola, IN. Contact Gov. Paul Nickerson (216) 749-1841.

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

NAC

(continued from page 18)

Race Committee

The Race Committee at Riverside has appointed Chuck Rettie as liaison for the upcoming NAC. Chuck is a long-time Scot sailor, having sailed Scots for 25 years! Chuck points out that the Race Committee has plenty of experience in running events of this importance. In addition to running several previous Scot NA's, the Club has run national championship regattas for both the Rhodes 19 and Ensigns. Additionally, they have run the USYRU Mallory Cup series and ran Sears and Adams Cup eliminations in 1984.

Housing

A block of rooms is being arranged in one of the inns in the Greenwich-Stamford area so that sailors will be close to the Club and

its activities. The May issue of *Scots n' Water* will provide specific information, including a reservation form and room rates. If you have particular requirements or questions, please contact: *Dave Renton, 15 Leeward Drive, Riverside, CT 06878, (203) 637-0509.*

Mooring

All boats at this year's NAC will be wet-sailed. As in previous NAC's arrangements are being planned for quick and easy access to the boats by the Riverside launch service

Chartering

Fleet 7 reminds any skippers needing to charter a boat for the NAC that they should send a written request with the stipulated fee of \$50 to the Charter Committee Chairperson: *Jane R. Black, 10 Keof-feram Road, Old Greenwich, CT 06870, (203) 637-7585.*

This year's NAC at Riverside Yacht Club promises to be one of the best yet! See you here!

New Members

F/S#	Dist.	Fleet	Name	Address	City	State	Zip
3984	04		Robert & Rita Trout	444 Bianca Cir.	Downington	PA	19335
1278	04	64	E. Stephen Derby	1108 River Bay Rd.	Annapolis	MD	21401
2030	04	86	John H. Fales III	19020 Hempstone Ct.	Poolesville	MD	20837
4114	04		Nancee Zietel	Box 144	Graysville	PA	15337
3199	04		John Bailey, Jr.	301 S. Irving St.	Arlington	VA	22204
3963	04		Michael Driggs	518 F St. N.E.	Washington	DC	20002
4038	08		William M. Wyatt	6409-G Yateswood Dr.	Charlotte	NC	28212
1360	08		Jim Register	1043 Irving St. S.W.	Winston-Salem	NC	27103
1328	08	134	Joe Raad	PO Box 5575	Hilton Head	SC	29938
4007	12		Douglas A. Morely	Highland Ave. J3	Highlands	NJ	07732
2295	12	7	James Cuminalé	9 Watch Tower Ln.	Old Greenwich	CT	06870
2515	16		Dan Donahue	4805 N. Lookout	Little Rock	AR	72205
Assoc	16		Paul Rees	305 Ducharme Ln.	Lafayette	LA	70503
3059	16		August Chennells	Rt 1, Box 190	Winter Garden	FL	32787
Assoc	16	153	Richard Pellesier	114 Catherine St.	Lafayette	LA	70503
Assoc	16		Joe East	505 Richmond Cir.	Fairhope	AL	36532
2708	16	102	Jerry Dees	412 Frederick St.	Fairhope	AL	36532
0015	20		John Mutersbaugh	5086 Simmons	Kalamazoo	MI	49004
Assoc	24		Dwayne Lefave	119 Catalina	Vermillion	SD	57069
1126	28		Peter McCarthy	River Rd.	Merrimac	MA	01860
2138	32		Ronald O'Dea	880 Ruskin Dr.	Reynoldsburg	OH	43068
0755	40		Jacques Baenziger	6347 Pershing Ave.	St. Louis	MO	63130
4021	40		John Needham	3005 Country Rd.	Grand Junction	CO	81504

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 Lueda
Parma, OH 44129
216-749-1841

PACIFIC DISTRICT

Tim C. McCarthy
Box 414
Diamond Spring, CA 95619

PRAIRIE DISTRICT

Keith W. Fager
8727 EBY
Overland Park, KA 66212
913-941-6358

TEXAS DISTRICT

Bill Berry
2301 West Shannon
Deer Park, TX 77536
713-479-8073

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City _____

State, Zip _____

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