

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 52 NUMBER 3 2008

**WE SURVIVED
MIDWINTERS!**

**Proposed Revisions of
the FSSA CONSTITUTION
and BYLAWS**

**FLORIDA District
Championship**

**50th
BIRTHDAY
BASH!**

**IN THE AIR FLYING
ONCE AGAIN**

**The Unknown
TEXAS LEGEND!**

**2007 FLEET
GROWTH AWARDS**

TEXAS DISTRICT HIGHLIGHT



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Attention Web Surfers / E-mail Users: The FSSA Flying Scot Website has the latest information.

Visit it at <http://www.fssa.com> with your favorite browser.

The Email address for regatta notices and regatta results to be published in *Scots n' Water* is info@fssa.com. Visit the site frequently to view updated information! Please save all articles submitted for publication in ASCII Text, Word or WordPerfect format.

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COVER: Photo courtesy of Greta Mittman - Saturday sail on Canyon Lake in the Texas Hill Country.



From The President

by Barbara Griffin, FS 2259



Dear fellow sailors,

I am happy to report that we had a very successful Midwinter Championship at St. Petersburg Yacht Club (SPYC) in Florida. We had a large turnout, with over 60 boats registered (34 in the Championship Division and 29 in the Challenger Division). Boats came from 20 states, with several driving well over 1,000 miles. The winds offered some of everything, from 20+ mph with stronger gusts and 6-foot swells to a nearly dead calm! It was an opportunity to test our bow bags and our patience. There were some interesting episodes, with a skipper sailing off while his crew was left clinging to a piling, thinking he was tying up the boat. Another skipper launched his boat from a hoist while his trailer rolled into the water by itself, and yet another sailor rearranged his mast in a confrontation with the committee boat!

Congratulations to Marc and Marcus Eagan for winning the Championship Division and to Greg and Diane Kampf for winning the Challenger Division! Beautiful sailing! Special thanks to SPYC for their part in making our regatta such a success!

A real highlight of the regatta was the

Top Gun School, so capably led by Greg Fisher and other "top guns." We thank Bob New for organizing this very informative event. Every session was standing room only. The tricks of the trade were shared. One only wished for a better memory! We hope to offer this again next year, complete with the keg of beer.

A real tribute was paid to Greg at the awards banquet. He was selected by all the competitors to receive the Most Sportsmanlike Sailor Award for his presentation of the Top Gun School. Very well deserved! Congratulations to Greg!

NEWS FLASH: We have suspended the Bylaws just for this year, to change the requirements for entry for the FSSA North American Masters Championship, to be held at Ft. Walton Beach, Florida, Oct. 18-19. We are reverting to the entry requirements for the former Silver Piper Regatta. The skipper must be 60 years of age or older, and the crew can be any age. Hope this opens the door so that more of you will be able to join us there.

On a sad note, there will be no Canadian National Championship Regatta this year. The Smiths – Doug, Sheryl, Susie, and families – have put on this delightful regatta every other year

for the last 16 years and have decided it is time for a rest. The regatta, held on Stony Lake (well named) northeast of Toronto, has given us many fond memories. You raise your mast on the water! They provide tows and boat transportation to the club and billets, most of which are on islands. All food (gourmet meals, three per day) is brought onto the club island by boat. Very impressive. At every Canadian regatta there has been a Scot paddling contest (Canadians vs. Americans), with eight oarsmen and a coxswain. For the first time ever, in 2006 the American team won!! Great rejoicing!

Please remember the Wife-Husband Championship, which will be held on Lake Hefner, outside of Oklahoma City, Oklahoma, June 7-8. Marital bliss on the water! Should be a great road trip for a lot of us and a chance to reconnect with your spouse. Either spouse can take the helm, and the helmsperson and crew can change off during the race, if desired.

Happy sailing and, for many, welcome to another season of sailing and good times on the water! 

THE FSSA CLASS FLAG



The FSSA now has available two color schemes for the FSSA Class Flag that can be used for Warning Signals. One flag is red with white lettering, the other is white with blue lettering. These are the same color schemes as numeral pennants #1 and #2 as defined in the Rule Book, "Race Signals". Red/White can be used as start #1 and White/ Blue for start #2, i.e. Championship Division and Challenger Division.

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From the Editor

Kay Summerfield



Dear Editor Kay:

First, kudos to you for a wonderful issue. I enjoyed all of the articles, but especially “Ben my Chree” about Derrick Lonsdale. Derrick and Adele have been members of Berlin Yacht Club for many years, and are good friends. We hadn’t heard most of the stories David told about his mom and dad, and they were fun reading.

I also liked Dan’s article about the “Learn to Race” program at Lake Arthur. We have taken a slightly different tack at Berlin Yacht Club: we have three training programs. One is a “learn to sail” program to which we invite mostly total novices. Many of these contacts are made at the BYC booth at the Cleveland Boat Show, in January. On three Saturdays during June, July, and August, we take the attendees for boat rides on the lake, socialize at lunch at our clubhouse, and talk about our club afterwards. Sometimes, we go out sailing again in the afternoons, or we talk first, have lunch, and then sail in the afternoon. We started this program to build, or at least maintain, membership. The three “big-boat” fleets at BYC, Flying Scots, Thistles, and Highlanders, take turns hosting these events.

Our second program is similar to the one at Lake Arthur, except that we target new BYC members and less accomplished boat owners at BYC. The more experienced sailors in the club crew for the program’s participants and we conduct many short races using multiple starts. We do this on several Saturdays during the May-August season, and on Wednesday evenings in September, as long as we have sufficient light (and water in Berlin!). Again, all the fleets take part in conducting the program

Third, we host a junior sailing camp

during the Thursday-Sunday after July 4th. The past several years, we have had about 50 children attend, and almost as many BYC volunteers helping to run the camp. Some graduates of this program have done very well in competitive sailing. One, Karl Felger, was, I think, on the winning Thistle in this year’s Midwinters. This program is not limited to members, and it has been one source of new members for our club.

I got a kick out of Chris Czapleski’s article on cheap sailing gadgets. I liked the wind-antlers idea, as it reminded me of the masthead fly I used to use, and that was developed by Jerry Hanna, a former Thistle and Flying Scot Sailor at BYC. That masthead fly used a single piece of aluminum clothesline wire, fastened to the top of the mast with a screw, and bent into a semi-circle with about a 6-8 inch radius. When the mast was up, the wire was oriented parallel to the boat centerline. A small fishing swivel was fastened into a small loop at the end of the wire, and then a strand of yarn or some audio tape was tied to the other end of the swivel. It also worked well, until the spiders got to it and incorporated the yarn into a web. It took a very stiff breeze to shake the yarn loose from the web. But for frequent travelers, who take their masts down often, this wouldn’t be an issue. One gadget I would like to use, but don’t know of a source, is a spinnaker guy hook that looks like a stainless steel corkscrew. I think I saw a pair on Jack and Martha Stewart’s boat at a Flying Scot Midwinter’s at St. Andrews Bay Yacht Club, some years ago. Does anyone know of a source for these? Or of other novel guy-hook ideas?

Last, I found Diane Kampf’s article, on the Massapoag Yacht Club’s regatta,

very thought provoking. Diane clearly enjoyed racing in four races “with a southwest wind at 15 to 18 knots, gusting to over 20.” I’m not surprised that “a few boats capsized” during the fourth race, or that when sailing was over on Saturday, “the weary sailors dragged themselves off their boats.” As you can probably surmise, that doesn’t sound like much fun to me: a short, light (finally, after over a year on Weight Watchers!), and only-months-from-70 skipper. I can understand the interest in having more than three races in the NACs or the Midwinters, and perhaps even in our District Regattas. But why do that in weekend invitational regattas? Why aren’t three races sufficient? Forecasts are much more accurate than they used to be, so with a forecast such as the one Diane reported, why not run three races on Saturday, in case there isn’t enough wind to race at all on Sunday? And with a good weather report, why not just run two on Saturday and one on Sunday? Driving several hours to get to a venue, and setting up the boat, are tiring enough. A notice-of-race listing five or more races in a weekend would certainly warn me off. I would like to see a debate in the pages of Scots n’ Water on what others feel about this topic. Having been trained not to raise a problem without offering a solution, how about offering a three-race “seniors regatta” within these five- or six-race weekends? ▲

Sincerely yours,

Michael Gold
FS 4785, “Red October”, FS Fleet #19
Berlin Yacht Club

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2007 MIDWINTERS

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2nd Place Jeff & Amy Linton

2007 NAC CHALLENGERS DIVISION

1st Place - Michael & Greta Mittman

2007 NAC WOMENS

1st Place - Greta Mittman, Heidi Gough

2007 NAC CHAMPIONSHIP

1st Place Jeff & Amy Linton

2007 WIFE-HUSBAND

1st Place Jeff & Amy Linton

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PROPOSED REVISIONS OF THE FSSA CONSTITUTION AND BYLAWS

by Dan Goldberg, Amendments Committee Chair

ATTENTION ALL FLEETS: At the Annual Meeting at the 2008 NAC in Toms River, you will be asked to vote on a proposed revision of the FSSA Constitution. At the same time, the Board of Governors will vote on a parallel revision to the FSSA Bylaws.

BACKGROUND: The FSSA Constitution and Bylaws were originally written about 50 years ago. They have been “patched” through the years to make needed changes. However, there has never been a comprehensive, thorough review of either document since they were originally written. President Griffin has asked me (as Chair of the Amendments Committee) to perform such a review. The intent was to identify changes needed to update obsolete requirements, eliminate internal conflicts, correct errors, eliminate cumbersome practices and practices which no longer reflect reality, make the document compliant with the Racing Rules of Sailing, and fix editorial errors.

PROPOSED REVISIONS: The proposed revisions have been reviewed and endorsed by the Amendments Committee, the Executive Committee, and the Board of Governors. They are posted on the FSSA website in two forms: (1) a markup show all changes and the reason for each change, and (2) a “clean copy.”

VOTING: The FSSA Executive Secretary will send Each Fleet Captain a ballot to vote on the changes.

The significant changes in each document can be summarized as follows:

Constitution

Article IV.1: Revised to add a definition of the FSSA “Class Rules”.

Article IV.3: The word “helmsman” has replaced the word “skipper” in this Article and throughout the document.

Article V.2: Required that the Fleet Captain be a FSSA member. Eliminated the requirement that each fleet elect a Fleet Secretary. Fleet officers (in addition to the Fleet Captain) are still allowed on a non-mandatory basis. Also, stated that Fleets may reject an applicant only for good cause.

Article VII.3: Created to give the Board of Governors the responsibility to approve requests to create, suspend, dissolve or rename Districts, and to approve the transfer of a Fleet to a different District.

Article VIII: Changed the entity that fixes the dues from the “Bylaws” to the Board of Governors, consistent with the Bylaws themselves.

Article IX.1.a: Deleted the restrictions on who may become fleet members, but added a requirement that only fleet members who are also FSSA members may vote on FSSA matters.

Article XII.1.e: Clarified that the Board of Governors has the authority to address any administrative or procedural questions or issues not specifically covered by the Constitution or the Bylaws.

Article IX.3: Allowed family members up to age 23 if still in school.

Article IX.6: Explained how a person becomes a Life Member.

Article IX.9: Revised consistent with the Bylaws, to allow crews to helm in sanctioned events for brief periods while the helmsman is doing specific other things.

Article X.2: Revised to reflect the normal two year terms of office for the President, Vice-Presidents, and Secretary/Treasurer.

Article XI.1.b: Revised to make the election of “Alternate” District Governors optional.

Article XII.1: Revised to allow Executive Officers, as well as District Governors, to cast votes by designated alternate.

Article XII.2: Revised to more accurately describe the function of the Executive Committee. Also, eliminated the requirement that the Executive Committee must approve all the members of other committees. Instead, the Executive Committee must approve the Chair of each committee.

Article XIII.2: Revised the paragraphs on the National Championships Committee to more accurately reflect the committee’s actual responsibilities. Also, deleted the term limit for the NCC chair, consistent with other committee chairs.

Article XIII.8: Revised the paragraph on the Auditing Committee to require that periodic audits be conducted when requested by the Executive Committee, and to require that the Executive Committee approve the fee for such audits.

Article XIII.12: Revised the pending paragraph on the Trophy Committee to clarify that this committee’s responsibilities are only for events which are national in character, and to add a requirement that this committee recommend what trophies should be eliminated. This is part of its charter.

Article XV.4: Revised to require that the Parliamentarian be a FSSA member.

Articles XVIII.2 and XVIII.4: Rewritten to clarify voting procedures at an Annual or Special Meeting.

Continued On Next Page

Article XX subparagraphs: Added headers for clarity, and rearranged into a more logical order. Also added a summary table to concisely show how changes to each document are processed.

Article XX.2: Revised to allow Fleet initiation of Bylaw changes, via the Amendments Committee. Fleets can now initiate changes to the Specifications and Constitution, so the change is internally consistent.

Article XX.3: Revised to clarify how changes to the Specifications are processed, consistent with the Article describing the function of the Measurement Committee. Also, moved the voting procedure for Specification changes into this Article from Article XIII, because Article XX contains the voting procedures for all other Class Rules.

Article XX.4 (previous XX.6): Clarified that proposed amendments to the Constitution may be submitted to the Amendments Committee either by Fleet action, or by the Executive Committee (after receiving ratification by the Board of Governors).

Bylaws

General: The document was restructured to put the racing requirements in order from general to specific (all events, then sanctioned events, then the NAC), and to put all requirements unique to each type of event together.

Article B-IV.2: Revised to allow bona-fide FSSA members of suspended fleets to race in sanctioned events.

Article B-V: Revised to accurately reflect the process for issuing boat registration certificates.

Article B-VII.1: Revised to add a definition of the FSSA “Class Rules”. Also revised to specifically require that the Host Club for all sanctioned events that are national in character use the Standard NOR and SI on the FSSA website.

Article B-VII.4: Added objective measurement criteria for sails. Also, the protest procedure for non-compliant sails has been revised to comply with the *Racing Rules of Sailing*.

Article B-VIII.5: The word “helmsman” has replaced the word “skipper” in this Article and throughout the document.

Article B-VIII.1: Revised to require the Executive Committee to approve the date and location of all sanctioned events which are national in character, and to require the Host Club to obtain approval from the NCC of the Notice of Race, Sailing Instructions, Principal Race Officer, and Chief Judge. Also, the requirement to periodically re-sanction such events has been deleted. The revised requirements are consistent with current practice.

Article B-VIII.9: The chartering requirements have been completely rewritten, including a provision for privately borrowed boats.

Articles B-IX.3 and B-IX.4.c: Clarified that the Executive Committee approves (not selects) the date and location of the NAC. The proposed date and location is selected by the Host Club.

Article B-IX.4.d: Added a requirement that a Host Club wishing to bid for the NAC use the standard bid letter on the FSSA website.

Article B-IX.5.b: Added a statement that there are no throw-outs in the NAC, consistent with current practice.

Article B-IX.6.c: Revised the NAC Measurement requirements to reflect the policy implemented in 2003. Partial measurement is allowed, except for Club boats.

Article B-IX.8: Revised to require that the Sailing Instructions for the NAC include, as a minimum, Windward-Leeward courses with an offset mark and a leeward gate, and to allow other courses in the *Racing Rules of Sailing*.

Article B-IX.10: Revised the Host Fleet responsibilities for the NAC to reflect current practice, and to require the use of standard forms and documents on the FSSA web site.

Article B-X.1: Revised to state that the format for the Mid Winters shall be determined by the Executive Committee, rather than specifying a set format.

Article B-X.5: Revised to not allow adults to take the helm in the Junior NAC.

Fleet of the Year Scoresheet: The scoresheet has been revised and simplified to make its submittal less cumbersome for Fleet Captains. ▲




 A photograph showing two people, a man and a woman, on a white sailboat. They are both wearing dark jackets and sunglasses. The man is on the left, and the woman is on the right. They appear to be in the middle of a race or a practice run. The background is a body of water and a hazy sky.

We Survived Midwinters!

By Brad Hickman, FS 5812

After sailing FS 2184 for less than one year, Debbie Hickman and I (Brad Hickman) purchased Flying Scot 5812 in January 2008 and decided to race at the Flying Scot Midwinters in St. Petersburg.

Debbie and I survived the Flying Scot Midwinters on Tampa Bay. We arrived in St. Petersburg on Saturday hoping to get some practice, but it started raining when we pulled into town. Sunday was beautiful but the wind was light, so we sailed around the pier a bit and came in before it died completely. That evening we went to the meet-and-greet at the St. Petersburg Yacht Club (SPYC) Tiki Bar.

Monday was the first day of racing, and the wind was blowing hard for the one race they had. I talked Debbie into going out, with the promise of coming back if it was too bad. We got halfway to the start line, about 1.5 miles out, and

she was ready to turn around. We heard three boats turtled, one went over and got back up, and three were dismasted.

Tuesday was a bit better, and there were two races. The wind was still pretty brisk and the waves big, but we went out. Debbie had a bad day from the start, losing her brand-new hat before we got out of the harbor; she was getting soaked with salt water going upwind, and the boat was rocking and rolling so bad going downwind that she got sick. We finished the first race dead last and went in. That evening the fleet had dinner at SPYC.

Wednesday we had better weather for the two races. Debbie bought some foul weather bibs and Dramamine the night before and was much more comfortable. We didn't finish as well as I'd hoped, but we weren't last either.

Thursday the wind was light. We were doing better than we had been, but the race was abandoned before the fin-

ish. We drifted around for a couple more hours waiting for wind, but it never came. The race committee towed us in after the time deadline had passed. Our overall finish was a tie for 25th place out of 29 in the Challenger fleet. The banquet was held that night, and we got an award for furthest distance traveled.

We met some great people and learned a lot at the Top Gun class they had before and after the races each day. Debbie learned enough about racing Flying Scots that she can now tell me everything I'm doing wrong, which seems to be about everything I do. I'm just wishing I could remember all that I heard in the classes.

We talked to a few couples who are planning to attend our Wife-Husband race. We also met Bill Ross, who will be one of the judges at our race. He said he's been getting a lot of email from Mike and Steve, so it sounds like they're on the ball. 🏆

Group photo from The Kelly Gough 50k Regatta – “50 isn’t really 50... It’s 18 with 32 years experience.”



50th Birthday Bash

By Heidi Gough, FS 5454

I tried to think what would be the best way to celebrate Kelly turning 50. His favorite place on earth is on a sailboat, so it just made sense to plan a party around sailing and the Corinthian Sailing Club on White Rock Lake, Dallas, Texas...where he learned to sail. We invited friends he has sailed with since childhood, and we kept the whole thing a secret. To make the party even better, the whole event was turned into the Kelly Gough 50k Regatta.

Besides little to no wind, April 5th was a gorgeous Texas Spring day, sunny with high in the upper 70s. When we arrived at the lake, Kelly wondered, “Why is

everyone wearing the same t-shirt?” We had shirts printed with “The Kelly Gough 50k Regatta”; the back read, “50 isn’t really 50... It’s 18 with 32 years’ experience.” Every guest was wearing the t-shirt.

Our PRO, Bob Gough (Kelly’s dad), held the skippers’ meeting and then we waited for the wind. Three races were scheduled for the regatta, but only two were sailed because the wind didn’t pick up until late afternoon. The volunteer protest committee consisted of Kelly’s two sisters, Terry and Tracy, and Joni Seifrick. The regatta was followed by a Mexican fiesta, beverages, and dancing to a great band.

Here are the regatta Sailing Instructions:

Sailing Instructions

1. Fundamental

The Regatta shall be fun.

2. Organizing Authority

The organizing authority is Heidi.

3. Rules

The Regatta will be governed by the current Racing Rules of Sailing.

4. Notices

Notices to competitors may be given at any time and any place.

5. Schedule

The Skippers meeting will be at 10:00 am. Three races are planned. One in the morning and 2 after lunch, back to back.

6. Course

The course will be up, back, up and back. Refer to Rule 1.

7. Marks

Marks will be orange spheres.

8. The Start

The starting sequence will be per RRS 25, with the numeral 1 pennant as the warning signal.

9. Change of position of the Next Mark

The marks may be changed without notice at the whim of the Race Committee. New marks look just like the old marks. The does not modify Rule 1.

10. The Finish

The finish line will be between an orange flag on the committee boat and the mark that we thought was the windward mark.

11. Time Limit

There is no time limit. Stay as long as you like in accordance with Rule 1.

12. Protests and Request for Redress

You may file a protest any time you like. Be advised protests may not be heard until the Race Committee sobers up. Rule 1 applies to the RC also.

13. Arbitration

Joni Seifrick is in charge of Arbitration. It might be a good idea to suck up to Joni.

14. Scoring

The scoring system of Appendix A will not be used. The Organizing Authority has her own system.

15. Prizes

Prizes will be awarded...sometime.





By Big Tex, Fleet 23

The Unknown Texas Legend

Texas legends such as Pecos Bill, the Alamo, and the Texas Rangers are known around the world, but few have heard of the legend of *Turbo Pig*. Compared to other well-known Texas icons, the Turbo Pig is in its infancy, having been in existence for a mere decade.

Turbo Pig is the result of mixing creative minds, idle hands, alcoholic concoctions, and an old Flying Scot. In layman's terms, a couple of Fleet 23 sailors were drinking beer at the Corinthian Sailing Club, speculating how to "enhance" the Flying Scot to a true performance dinghy, when a vintage Scot caught their eye.

The first step in the transformation of this Scot to *Turbo Pig* was to lessen its hull weight. This was accomplished by the diminution of lead from the centerboard and the skillful extraction of the seats. Then, with the dexterity of intoxicated plastic surgeons, the decks of the bow and stern were removed. The finishing touch to the hull was to do a nip & tuck on the fiberglass of the transom.

With the hull modifications conquered, the heroes of our tale sat back and contemplated the other enhancements. After some thought and much beer, it was decided that the next step would be to add an asymmetrical spinnaker, which necessitates a bowsprit – carbon fiber, no less –

and spreaders to the mast. The final step was to change out the rudder blade to a more hydrodynamic design.

Once or twice a year, when the wind is so strong that regular Flying Scots fear to leave the safety of their snug berths, *Turbo Pig's* cover is removed, the ducks are flushed out, and the entertainment begins for members of the Corinthian Sailing Club. Few sailors can say that they have bested *Turbo Pig*. Most who have ventured to sail the legend have ended up in the drink. All who have watched have definitely been amused.

Video of *Turbo Pig* can be seen on YouTube. (http://www.youtube.com/watch?v=8ehVu6MG_wc). 🐷

Texas District

by Greta Mittman, FS 5804

From the red dirt of Oklahoma to the Gulf Coast of Texas, the Texas District is doing great. In the past few years, a new fleet has been chartered in the district, while other district fleets have experienced steady growth in membership.

Texas District events include charity regattas, such as the Leukemia Cup (at the Corinthian Sailing Club) and the Lighthouse (hosted by Oklahoma City Boat Club). Most Flying Scot sailors know about Fleet 23's Flying Scot Open House Regatta, held annually the third weekend of October at White Rock Lake,

Dallas, Texas. And the Wurstfest Regatta hosted by Fleet 67 at Lake Canyon Yacht Club is one of the best times anyone can have at a regatta. You can't go wrong with boats & beer & bratwurst.

Besides the above schedule, the fleets in the Texas District have regularly-scheduled club races. Fleet 23, sailing out of the Corinthian Sailing Club, has two races scheduled on 51 Sundays through the year. From May to September, several fleet members race in the Wednesday night series on White Rock. Down in the Texas Hill Country on Canyon Lake, Fleet 67 sailors race in sev-

eral series throughout the year. North of the Red River, Fleet 191 at Oklahoma City Boat Club has weekly races on Tuesday, Wednesday, and Sunday from May until October. During the winter break, several Fleet 191 sailors, including Letty and Ty Eby, Scott and Donna Law, Brad and Debbie Hickman, and Rudy Nieves have headed south to race with Fleet 23.

If any of you Easterners ever get the itch to see the Wild West, come visit the Flying Scot sailors in the Texas District. It is safe to say that Flying Scot sailing is alive and well west of the Mississippi. ▲

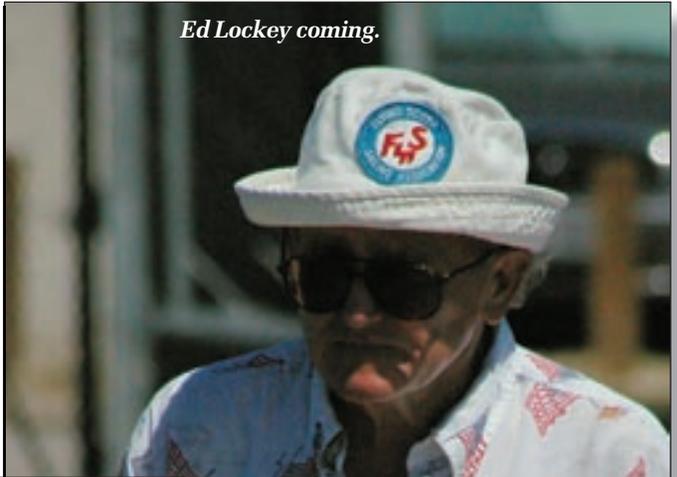
Continued On Next Page

Bruce Faust and Frank Richards.





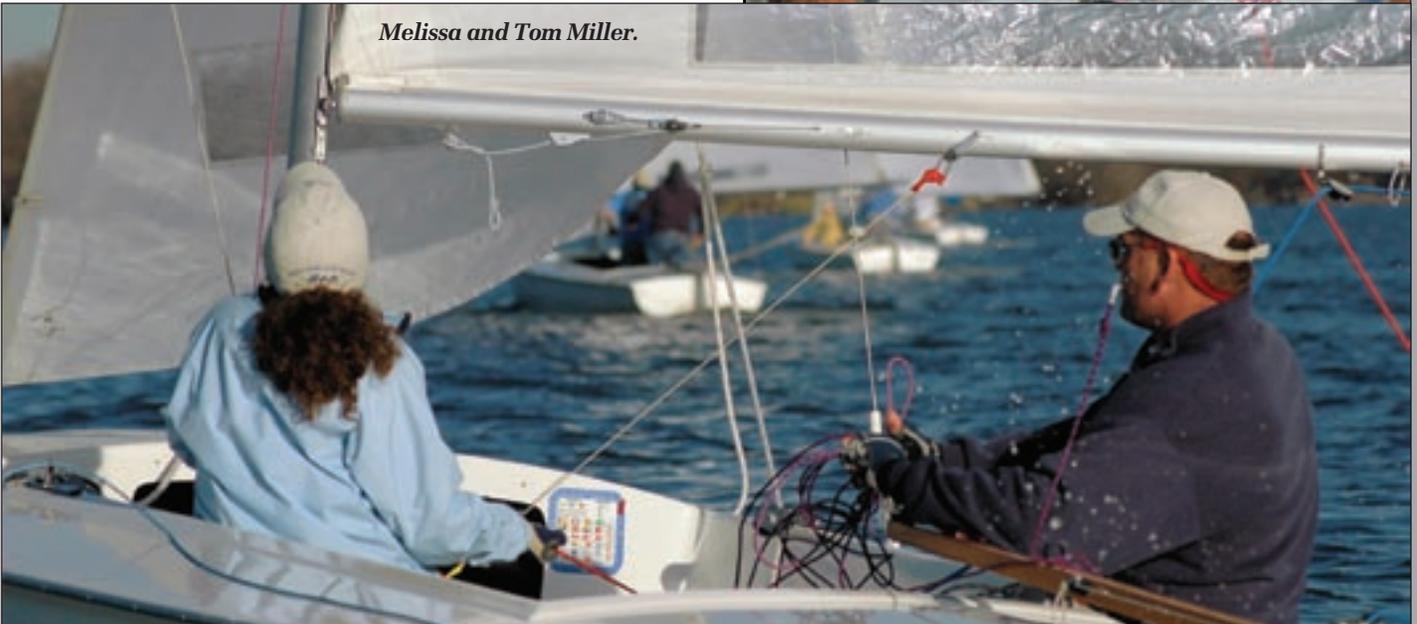
Band on dock.



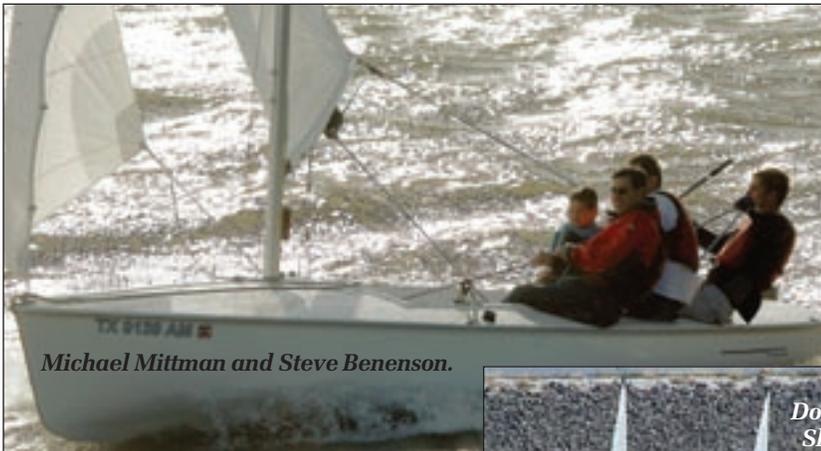
Ed Lockey coming.



Eby Brown.



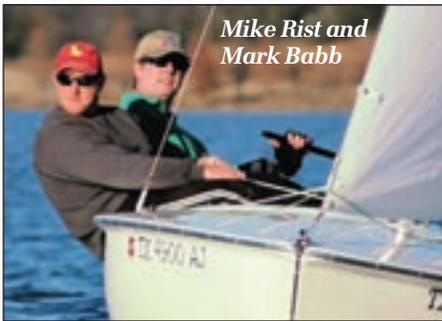
Melissa and Tom Miller.



Michael Mittman and Steve Benenson.



The Millers tacking.



Mike Rist and Mark Babb



Doug and Shepard Mittmans at Canyon Lake.

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2007 FLYING SCOT RESULTS

- North American Championship, Championship Fleet (59 boats) - 3
- New England Districts - 2
- Ephraim Regatta (31 boats) - 1
- 58th Massapoag Regatta - 1
- Glow II Regatta - 1,2
- Fall 48 (28 boats) - 1
- Florida District Championship #3, Rudder Club (29 boats) - 1,3
- Saratoga Invitational Regatta (43 boats) - 1,2
- New England Regional Districts - 1

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The Florida District Championship

by Dave Thinel, FS 812, *Pig Pen*

The quest to win the District Championship began back in October 2007, when the Coconut Grove Sailing Center hosted its annual one-design regatta. This regatta is noteworthy for at least two reasons: one, it is FREE; another is that the sailing is done on beautiful Biscayne Bay. One would have to search far and wide to find a nicer body of water to sail; then again, there may be none better. Sadly, the attendance for this regatta is usually on the light side, and this year there were only 12 Scots racing. The racing was tight. Mike Douglas and Ron Pletsch finished tied, with the tiebreaker going to Mike, while Jim Egan finished a close third.

The action moved to Sarasota in November and the gang showed up in numbers, 29 to be exact. Sarasota has become the best-attended regatta for several reasons: there is great RC work led by Alan Broadribb, it's a great club located on beautiful Sarasota Bay, and the club is home to the district's largest Flying Scot fleet. Once again, the racing was tight, with only six points separating the first four boats with five races completed. The Fred Strammer team took first, followed closely by Jeff Linton, Marshall Pardey, and Jim Egan. The Sarasota fleet proved very tough on their home water; only Jeff, from Tampa, was able to break into the top six positions.

Then off to the river (St. Johns) we went for the Gator Bowl regatta, held annually the first weekend of December at the Rudder Club of Jacksonville. Years ago, the Florida District put out a challenge to other districts to come and compete for bragging rights for the coveted Wally Gator trophy. This year we had three teams attending from up north: Ryan Malmgren (Wisconsin), Mike Miller (Virginia), and Harry Carpenter (Maryland). It was "us against them" and "them" kicked our butts! Ryan edged out Mike by just one point and Harry by four points, so Wally traveled to Wisconsin for the winter. UGH! The top three Florida finishers were Ron Pletsch,



Jim Egan with crew Richard receiving First Place awards

Jim Egan, and Fred Strammer. This venue can be tricky, with some stiff current and fluky breeze often affected by the heavily wooded shoreline. Three races were completed Saturday in a nice northeasterly, but Sunday saw much lighter wind allowing for only one race.

With the season at its halfway point, the top three Florida boats were tightly bunched. We convert the regatta finishes to a weighted score based on the Cox-Sprague scoring system, which awards more points to regattas with higher attendance. Under this system, first place is worth a maxi-

mum of 100 points for regattas with 20 boats or more and as few as 80 points for regattas of 10 boats or less. The logic is that it is more difficult to win a larger regatta than a smaller one. Ron Pletsch led with 273 points, followed by Jim Egan with 269 and Mike Douglas at 259.

The first regatta for 2008 was held at a new venue for the district--the US Sailing Center located in Jensen Beach, Florida. This site lies about midway down the east coast of Florida along the intercoastal waterway. The Stuart/Port St. Lucie fleet normally sails on the St. Lucie river located a few miles inland of the Sailing Center. The Sailing Center was chosen for its excellent facilities and very competent RC reputation. This is a sea breeze venue with prevailing southeasterlies in the 15-knot range. True to form, we had sunny weather with highs in the low 80s and a great sea breeze. Six races were sailed over two days and Fred Strammer dominated, winning five of six. Harry Carpenter and Mike Douglas rounded out the top three. Due to the positive feedback from the skippers attending, we will return to this venue again next year and work to build up the attendance.

The fifth regatta on the District schedule is the only venue on a freshwater lake, Lake Eustis. Located in central Florida (a little northwest of Orlando), this lake is the site for many scow events, including their class Midwinters. The body of water is somewhat oval shaped, about 3 miles north to south and maybe 5 miles east to west. When we visit in February, we are often greeted with northerlies that can be stiff and cold, depending on the proximity of the fronts passing through at that time of year. This year we enjoyed much lighter wind and somewhat hot temperatures, in the eighties--not bad for February. Five races were sailed, with Jeff Linton showing why he recently won the 2007 Rolex Yachtsman of the Year Award. Jeff edged out Harry Carpenter by just one point, followed by Dave Thinel, Chris Danilek, and Jim Egan.

Approaching the final regatta, the District Championship was up for grabs. The championship would come down to



Fred and Fred Strammer receiving 2nd place awards.



Ron Pletsch with crew Barry receiving 3rd place awards.

three skippers, using the four best results to date. Jim Egan held the advantage with 365 points, followed by Ron Pletsch with 359 and Fred Strammer with 354. In order to allow for "having a life" outside of sailing, we count each skipper's four best out of the six regattas on the schedule. This allows some flexibility to miss one or two regattas and still have a good chance to compete for the championship.

We gathered in Tampa at the Davis Island YC for the season finale, an event combined with the Midwinter Warm-up Regatta. Thirty-one boats hit the water Saturday morning, some to get warmed up for the Midwinters, others to try to capture the District Championship, and maybe others with both goals. The skies were overcast and the breeze was fairly light but enough

Continued On Page 19

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Cotton/Poly Visor. Blue w/Flying Scot Sailboat. One Size Fits All

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Two-part bracket that bolts to the transom. Stand-off part stays with the engine so that bracket has a low profile when engine is not installed. Yoke that bolts to the transom is painted cast aluminum & stand-off part is stainless steel w/hardwood board for engine clamps. Complete w/fasteners & template.

Bow Flotation Bag Kit...

Reserve buoyancy to help keep bow of a swamped Scot up and aid in rescue. Kit comes complete w/mounting blocks & hardware. Gelcoat and/or resin not included.

Web Lifting Bridle...

Lightweight polyester webbing is easy on the boat and sails. Rolls up for easy storage in locker. Complete w/stainless steel ring, bolt & shackle.

Jiffy Reefing Kit...

Hardware and line for single 36" reef reduces mainsail area by about 25%, but does not require removal of the bottom batten. (Modification to mainsail for reef grommets not incl.)

Trailex Aluminum Trailer...

Lightweight extruded aluminum designed to keep boat low for easy access while rigging. Overall width is 7.5' and features 4.80 x 12" tires. Can be picked up at the factory or knocked down and shipped by truck (assembly required).



Aquameter Sailor II Compass & Mount...

Features large yellow course line and 45 degree red bearing lines, along with an angle of heel indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation.

Plastimo Contest Tactical Compass & Mount...

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to race. The sailing area lies within the Hillsborough Bay, which is itself within Tampa Bay--a smallish bay inside a big bay, if you will. If you enjoy the shifty breeze normally associated with lake sailing, you might feel right at home here. Unfortunately, the cloud cover for the first race turned to a steady, cold rain during the second race. Brrrr. Sunday was a little better but the breeze was very light, so only one race was completed for the day and three for the regatta. Allan Terhune scored two firsts and a third for an impressive victory. Doug Fisher was second, followed by Jeff Linton, Ryan Malmgren, and Fred Strammer. Ron Pletsch finished eighth while Jim Egan was eleventh, so clearly Fred's fifth would tighten the season scores among the three contenders.

Before I get to the final results, I'd like to recognize a couple of noteworthy accomplishments. First, Ron Pletsch was the only skipper to attend all six regattas on the schedule. Ron has been a great supporter of the Class and District over the years, serving as Sarasota fleet captain for many years and frequently attending NACs and, of course, our District events. For this arti-

cle I looked back at the last four District season schedules. We had 25 regattas and Ron attended 22, only missing three! If we had an "Ironman Award," he would certainly win it. Similarly, the Fred Strammer team has been a big supporter, attending 20 regattas over the same time period. The Freds have also won the District Championship for the last four years, beginning when young Fred was only 14 years old. Next are Harry and Carrie Carpenter, who attended the Jacksonville, Jensen Beach/Stuart, Lake Eustis, and Tampa regattas. Figuring each venue was about a thousand-mile drive, they logged over eight thousand miles to do those four regattas, a huge commitment of time and expense. Not far behind was Mike Miller and crew, John Wake, from the Fishing Bay YC. Mike and John attended the Jacksonville, Lake Eustis, and Tampa regattas and probably averaged a thousand miles each way, as well.

Not to be overlooked are the combined efforts of everyone. District regatta attendance reached a new high this year with an average of 21.5 boats for the season, up from 18.6 last year. The previous best was 19.8 boats for the 2005-2006 season. We all

know how much gas and hotel prices have increased lately, so this is a really good trend. Thanks to everyone who participated and helped make this a great season!

So, after six months with six weekend regattas and 28 total races, the margin of victory would be one single point! Awards were given to the top four finishers using the four best scores. Finishing fourth, with a score of 353 points, was Dave Thinel. Third, with a score of 366 points, was Ron Pletsch. With 370 points, the runner up--and defending champion for the last four consecutive years--was Fred Strammer. Jim Egan is our new Florida District Champion, with 371 points. Jim proved how consistency can really pay off in the long run. He didn't win any of the regattas but seemed always to be right in the mix in only his second season racing the Flying Scot. Congratulations, Jim! 🏆

Resources:

The Florida District Web site –
www.fssa.com/fldist/

The Florida Flying Scot blog –
www.sailrace.blogspot.com

Special Thanks to the Mid Winter Sponsors:

Cedar Point Yacht Club FS Fleet 177 Early Bird Regatta

Flying Scot, Inc.

Massapoag Yacht Club

North Sails

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2007 Fleet Growth Awards

by Charles Buffington, former Chairman of the Membership Committee



The 2007 Fleet Growth Awards were presented during the Annual Meeting at the 2007 NAC. Awards were given to Flying Scot fleets with the largest increase in FSSA members, both on an absolute and a percentage basis. Here's a run down of the fleets and some of the reasons for their success.

FSSA FLEET 163 – LAKE NOCKAMIXON QUAKERTOWN, PA

Fleet Captain Mike Noone attributes the largest element of their success to a “Weekly Report” that he sends out by e-mail – a nice summary of all fleet activities (racing, day sailing, social) in the last week complete with pictures and a calendar of upcoming events.

Mike supports the boats in his fleet with a traveling set of tools and parts that rivals Harry Carpenter's. This service allows owners to make quick repairs and keep abreast of new rigging and hardware developments. It also allows the fleet to “gang tackle” old boats that new Scot sailors have purchased and get them fixed up quickly.

The Nockamixon fleet has paired with the fleet at nearby Spruce Run to organize

a “Challenge of the Lakes” Series of races on four weekends each summer, two at Nockamixon and two at Spruce Run. The idea is to get people traveling, and the fleets compete to have the most boats on the water. Fleet members concentrate on solving the problems of each boat: finding a trailer, getting it licensed, helping with the mast, teaching different ways to stow sails and equipment, etc. They travel as a caravan which helps allay anxiety about breakdowns. The process gets people over the hurdles involved in traveling. Pretty soon they love it and are looking to attend sanctioned events.

FSSA FLEET 103 – FISHING BAY YC DELTAVILLE, VA

Mike Miller the current fleet Captain



**FSSA FLEET 103 – FISHING BAY YC
DELTAVILLE, VA**

attributes much of the growth of fleet 103 to his predecessor, John Hubbard who was instrumental in organizing the 2007 NAC at Fishing Bay. The 18 months of planning for this event increased the excitement and enthusiasm of all the fleet members and attracted new members. Mike lists several other things that have enhanced the fleet:

- The Flying Scot, which in 1957 was clearly ahead of its time in both design & materials, continues to be a combination that is hard to beat; from satisfying young to old, novice to expert, laid back day sailor to racing enthusiast, and family to individual.
- Fishing Bay Yacht Club's fantastic web site in which all club members have the ability to regularly post and view upcoming events, results, pictures, interesting write-ups of trips to other clubs, find crew or volunteer to crew, and easily E-mail the entire fleet.
- Our Fleet Captain's E-mailed newsletters.
- Harry Carpenter & David Neff's wonderful support services to the fleet.
- Greg Fisher's phenomenal on and off the water seminars which were video taped and copies were made available to the fleet.
- Sending Dan Neff's Flying Scot Calendar to the Fleet.

See the photo above that includes many of the Fleet 103 members who attended the 2007 Midwinter Regatta in Saint Petersburg, FL.

FSSA FLEET 76 – MASSAPOAG YC, SHARON, MA

Diane Kampf, New England District Governor and the current Chair of the FSSA Membership Committee tells how Fleet 76 members promote both Fleet growth and Class growth:

- We take out new members of our Club or families on our waiting list who do not already own a boat. We stress the family nature of the boat – stability – room for the whole family, while still performing in a way that you can race the boat.
- We take out prospective buyers as crew for racing, if they are inclined to be racers
- We look out for used boats for folks who are wanting to try the boat, but don't have the budget for a new boat.
- We help new members with tuning their boats so they continue to love the boat and want to improve their performance
- We help members with repairs on their boats, as well as with upgrades and safety equipment

- We invite folks from other Clubs to come race with us, which helps to promote racing at their Clubs and hopefully helps to grow those fleets
- We assist with regattas being held at other Clubs to encourage others to travel, which can help other fleets
- We visit the other clubs in the district and encourage them to race at their Club as well as come to ours

- We encourage members with non-one design boats to try out the Flying Scot as crew, and a few have switched

- We encourage our younger sailors to crew for experienced sailors and we give them the tiller when they are ready
- We try to do a road trip each year, bringing families to other bodies of water just for a fun cruise, no racing
- We do moonlight sails and try to get people out in the Scots to see how great it is to sail at night
- We have a single handed regatta, primarily Scots, that allows people to see that the boat is even easy to sail alone
- We travel, both in and out of the district – we send 10-13 boats to Saratoga every year
- We consistently remind Flying Scot owners of the benefits of joining FSSA, including keeping the class strong, and keeping the value of the boat high.
- We write articles for Scots 'N Water, and encourage our members and District colleagues to do the same

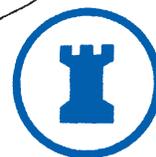
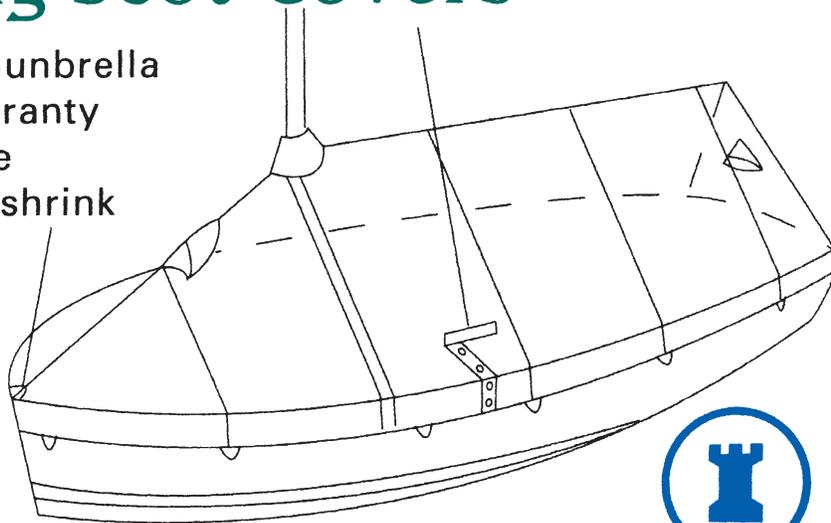
For 2008, we have already recruited 3 new members or waiting list families with Flying Scots, 2 of whom have joined FSSA, and one who is about to join. One of these folks bought a brand new boat! 🏆

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Davidsonville, MD 21035

FS 2745 / Fleet: 0

Jim Bullard
7906 Sycamore Drive
Falls Church, VA 22042

FS 3902 / Fleet: 0

William Lewis
2465 Army Navy Dr #103
Arlington, VA 22206

FS 5542 / Fleet: 0

Robert Sigety
PO Box 169
Bedminster, PA 18910

FS 5679 / Fleet: 0

Paul Almany
5809 Hardwick Dr.
Glen Allen, VA 23059

FS 5789 / Fleet: 6

Allison Felix
147 Arlington St.
Johnstown, PA 15905

FS 5798 / Fleet: 0

Kelly Ziadie
15412 Pin Cherry Lane
North Potomac, MD 20878

Florida District

FS 1522 / Fleet: 0

917 SE 47 Terrace
Cape Coral, FL 33904

Greater NY District

Fleet: 0

Charles E. Ramsey, Jr.
145 102nd
Stone Harbor, NJ 08247

Midwestern District

Fleet: 0

Finn Gunderson
N. 1983 Elver Rd.
Birchwood, WI 54817

FS 3624 / Fleet: 0

Michael Connly
570 Montcalm Pl
St. Paul, MN 55116

Ohio District

Fleet: 0

Andrew Gardner
3781 Chimney Hill
Blue Ash, OH 45241

FS 2142 / Fleet: 0

Craig Timoney
936 S. Juliana Street
Bedford, PA 15522

STARTING LINE Calendar Of Monthly Events

Douglas/ Orr Regatta Sprite Island Yacht Club Norwalk, CT

June 21 and 22, 2008

For more information contact
Jim Cummings 203-650-5361
captjim516@aol.com

MAYRA Regatta Stone Harbor Yacht Club Stone Harbor, NJ

June 21, 2008

For more information contact
Linda Nicholson
LinBNich@hotmail.com

Fleet 42 Summer Solstice Regatta Selby Bay Sailing Center on Chesapeake Bay Edgewater, MD

June 21-22, 2008

For more information visit
http://fs42.org/ or contact
Pat Schermerhorn,
Regatta Chair, at
Rogerscher@verizon.net

Founders Regatta Old Greenwich Yacht Club Greenwich, CT

June 28, 2008

For more information
contact Dave Olser
ddosler1@aol.com

Fourth Annual Caledonian FS Regatta

Willow Bank Yacht Club Cazenovia, New York

June 28 and 29, 2008

For more info:
Peter Colman
windmansion@alltel.net
315 682-6587

Governor's Cup Regatta Carolina Sailing Club Kerr Lake, NC

June 28 and 29, 2008

Contact alanbackus@
eaton.com or visit www.
carolinasailingclub.com

New England District Championship Sandy Bay Yacht Club Rockport MA

June 28 and 29, 2008

For info. contact Dave
Archibald, archie4618@
aol.com or 978-363-5318

MAYRA Regatta Avalon Yacht Club

July 5, 2008

Contact Linda Nicholson
LinBNich@hotmail.com

Babylon 4th of July Regatta Babylon, NY

July 5 and 6, 2008

Check back for additional
information

1st Leg of LI FS Championship Series Westhampton Yacht Squadron

Westhampton, NY
July 12, 2008

Contact Ed Surgan
eddgann@aol.com

Pig Roast Cowan Lake Wilmington, OH

July 12 and 13, 2008

Contact John C. Larsen
skipperjohn@fuse.net

North American Championship Toms River Yacht Club Toms River, NJ

July 20 - 23, 2008

For more information visit
www.tomsrivernac.com

103rd Annual Ephraim Regatta - Ephraim Yacht Club Ephraim, Wisconsin

August 1 - 3, 2008

For info: Jay Lott
414- 322-7880
jlott@reinhardtlaw.com

Sandy Douglass Memorial Regatta Deep Creek Yacht Racing Association Deep Creek Lake, MD

August 1 - 3, 2008

For info: Roger and Barbara
Levin Ph: 301-387-7804
roglevin@aol.com

Sprague Memorial Regatta 2nd Leg of LI FS Championship Series Moriches Center Moriches, NY

August 2, 2008

Contact Ralph Coffill
coffill@msn.com

Ohio Districts at Sandy Douglass Deep Creek, MD

August 2 and 3, 2008

Heidi & Tom Kammer,
hkammer@comcast.net

Fleet 103 69th Annual Regatta Fishing Bay Yacht Club - Deltaville, VA

August 9 and 10, 2008

For info: www.fbvc.net , or
Mike Miller at 804-230-4985,
michael.miller@dcr.virginia.gov

Flying Scot Eastern Women's Regatta Deep Creek Lake, MD

August 9 and 10, 2008

Contact Geri Meehan
at gmeehan@earthlink.net or
call 301-387-3469 after 5/15.

NY Lakes Districts and Flying Scot Fleet 161 22nd Annual Flying Scot Invitational Regatta Saratoga Lake Sailing Club

August 9 and 10, 2008

www.sailsaratoga.org
Ann and Peter Seidman
pseidma1@nycap.rr.com
518-877-8731

YCSH Commodore Regatta Yacht Club of Stone Harbor Stone Harbor, NJ

August 23, 2008

Contact Linda Nicholson
LinBNich@hotmail.com

Massapoag Yacht Club 59th Annual Regatta Sharon, MA

September 6 and 7, 2008

Contact Diane Kampf,
dianekampf@charter.net
508-847-8401

Crystal Ball Regatta Crystal Sailing Club Crystal, MI

September 6 and 7, 2008

www.sailcsc.org

Harvest Moon Atwood Lake Yacht Club Dellroy, OH

September 6 and 7, 2008

Contact Joseph Cline,
jckczoar@roadrunner.com

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Sails - Spinnakers and Main Sail. One Spinnaker by Fischer, all white with red, white and blue band #4111 One Spinnaker by Schurr all white #2950, One Main Sail, Boston, Sell all three sails for **\$350** including shipping. Contact George Rootring 330-874-4541, dutchskipperabcd@aol.

FS 5 - Douglas built in 1957. This boat went back to factory and was restored. Certificate of Measurement and Registration for the FSSA. Have sails, trailer, ready to sail. **\$6500** Located in Chandler, AZ. Contact: Michael Ybarra 602-619-7117, ybarra18@aol.com

FS 341 - Douglas built in 1962. Just refurbished, painted with awlgrip type paint; Re cored Hull, 2 North Mains, 1 North Jib, 1 Gus Jib, 1 brand-new Guss Chute; Tapered aluminum spinnaker pole; Under deck tapered spinnaker sheets; Bow bag; Trailer; Finished 4th in 2007 NAC's. **\$6500** or best offer. Located in Sarasota, FL. Contact: Ron Pletsch, 941-358-3101, regattafam@aol.com

FS 2045 - Douglass built in 1972. White deck, light blue hull with yellow stripe. Hull is in good condition. Deck is in an "ok" condition. Running and standing rigging are updated; new tiller, blocks and lines. Comes with top and bottom cover, main, jib, spinnaker, miscella-

neous sail bags and lines, **\$4500**. Located in Lake of the Woods, VA Contact: Hans Noordanus, 540-846-1605, hans.noordanus@lowsc.org

FS 2181 - Douglass built in 1972. White deck, light blue hull with dark blue stripe. Hull is in excellent condition. New tiller, blocks and lines. Comes with Sailor's Tailor cover, removable trailer light system that attaches to transom, main, jib, spinnaker, miscellaneous sail bags and lines. **\$5000**. Located in Mansfield, MA. Contact: David Simpson, 508-339-5917, sumo44@verizon.net

FS 2346 - Customflex built in 1973. Good condition. 2 sets of sails. Schurr sails for racing. Spinnaker and pole. Trailer. **\$3500**. Located in Sarasota, FL. Contact: Scott Wilson, 941-350-4375, swwilson3@hotmail.com

FS 2567 - Customflex built in 1974. Good condition, trailer, white hull, red pin stripe, white deck. New rudder head, boom two years old, re-conditioned sails with reef point, lifting bridle, motor mount. Paddles. **\$3200**. Located in Zionsville, IN. Contact: Mike Crowell, 317-409-3860, mcro1235@aol.com

FS 3098 - Customflex built in 1978. White, natural bottom. Two sets of sails, spinnaker, trailer, needs some updating for racing. Priced below the formulas of 1.3

times the boat number **\$3000**. Located in Warren, OH. Contact: Jerry Donohoe, 330-856-7470, jerdnh@aol.com

FS 3979 - Douglass built in 1984. Racing rigged with controls lead aft to triple console cleat, Needs new sails. Sailor Tailor trailer/mooring cover, swim ladder, nice trailer, ready to race. Raced and dry stored at LNYC for past 5 years. Never sailed in salt water. **\$5000**. Located in Charlotte, NC. Contact: Gregg Antemann, 704-408-1683, gregg@cws-inc.net

FS 5047 - Flying Scot built in 1996. Maintained in racing condition. Yellow hull and deck. Two full sets of North Sails, original set plus tight rig set in racing condition bought October 2003. Load trailer with 2-year old tires. Inside storage October through April. **\$10,500**. Located in Millersville, MD. Contact: Peter Salmon-Cox, 410-987-0281, june9peter@aol.com

FS 5204 - Flying Scot built in 1999. Very lightly used, but race-ready. North sails, teak keel cap, cross sheeting w/2:1 purchase, integrated helm line-control console, custom braided hiking rope, custom brace blocks, padded rudder storage bag, full Sailor's Tailor cover; Light anchor and rope; bow float & stern port, dock bumpers, paddles, Aluminum low rider Trailer. **\$10,000**. Located in

Westford, MA. Contact: Curtis Johnson, 978-501-0586, cjohnson@parker.org

FS 5249 - Flying Scot built in 1999. Radical racing package-trailer excellent condition. Swim ladder & rail. Rudder lift-like new reconditioned sails by North **\$10,000**. Located in Saratoga Springs, NY. Contact: Harry Redgrave, 518-584-3769, hredgrav@nycap.rr.com

FS 5427 - Flying Scot built in 2002. 2003 customized "Family Package" Hunter green/cream striping mahogany centerboard cap, standard rigging, winter/summer covers, swim ladder, motor bracket, 4.0 HP Yamaha, (flushed/fogged and replaced) white main & jib, up to black bottom paint, FS customized aluminum trailer. All gear purchased new when the boat was built. Minimally used. Motor has less than 4 hrs use. Harbored and available to view at Flag Harbor Marina. **\$9500**. Located in St. Leonard, MD. Contact: Steve Krembs, 703-407-3511, stevekrembs@yahoo.com

Check
www.fssa.com
for the latest listings!

**Jubilee Regatta
Pensacola Yacht Club
Pensacola, FL
November 8 and 9, 2008**
Bernie Knight
(850) 995-1452 or
bak37bav@msn.com.

**FSSA Cajun Country
Championship
Pelican Yacht Club
False River, LA
November 22, 2008**
For more information
contact Al Rees at
akrees@bellsouth.net

**Flying Scot Gulf District
Championship
and 2007 Allstate
Sugar Bowl Regatta
Southern Yacht Club
December 29 and 30, 2007**
For more information
contact Larry Taggart
at taggline@usa.net

STARTING LINE

Continued From previous page

**Annual Whale of a
Sail Regatta**
Carlyle Sailing Association
Carlyle Lake, Illinois
September 13 and 14, 2008
www.csa-sailing.org or Jim
Harris, at (314)-966-8404
jamesbharris@att.net

**Horricks Palmer Regatta
3rd & Final Leg of LI FS
Championship Series
Sayville Yacht Club
Blue Point, NY
September 13 and 14, 2008**
For more information
contact PJ Patton
ppjpatin@nyc.rr.com

**Michigan Hot Scot Regatta
Portage Yacht Club - Fleet 20
Pinckney, Michigan
September 20 and 21, 2008**
Contact Bob Johnson
(BJ) (734) 368-6518 E-mail:
bjohn64@aol.com

**Patty Applegate
Memorial Regatta
Toms River Yacht Club
Toms River, NJ
September 20 and 21, 2008**
For more information
contact Joe Thorpe
by email at
thorpej@aptea.com

**Sail for the Grail
Moraine Sailing Club
Lake Arthur, PA
Contact Dan Gelman
dangelman@gmail.com**

**Atlantic Coast Championship
Selby Bay Sailing Center
Edgewater, MD
September 27 and 28**
Additional information will be
posted at a later date.

**Glow II Regatta, Fleet 135
Clinton Lake Sailing Assoc.
Clinton Lake, IL
September 27 and 28**
Contact Deb Aronson at
debaronson@nasw.org
217-344-8508

**Cave Run's Annual Regatta
Cave Run Sailing Assoc.
Moorhead, KY
October 4 and 5, 2008**
Contact David Davison
David.M.Davison@
USA.dupont.com

**Master's Championship
Fort Walton Beach, FL
October 18 and 19, 2008**
Info. posted at a later time.

**Fall 48 Regatta
Lake Norman Yacht Club
Mooresville, NC
November 1-2, 2008**
Bill Reinke, 704-483-4172 or
bbreinke@charter.net



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