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OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 58 | NUMBER 1 | 2014

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North Americans 1,2*3,4,5,6*,9
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Wife-Husband Regatta 1,2
Pymatuning Independence Day 1,2,3
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One Design

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Flying Scot® Sailing Association

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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.



The FSSA is on Facebook and 530 people have joined so far. Visit Facebook and search “Flying Scot Sailing Association” and join the group for the latest sailing news.

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From the President

Frank Gerry, FS 6060



I want to tackle a traditional theme that we have all discussed and debated many times. What value does membership in the Flying Scot Sailing Association bring to Flying Scot owners?

It seems encapsulating the key benefits is a good starting point and at a minimum reminds us of all the good things that we get for the \$45 most of us pay to be an active member.

I would like to start with what I believe to be the number one benefit – which seems to be a bit underappreciated and low profile at times - this is control of the one-design specifications. We have the good fortune of having a close relationship with our builder and collectively we keep a tight rein on any changes that are contemplated regarding boat and sail specifications. As an Executive Committee, and then more deeply by the Measurement Committee, we study each proposed change that comes our way and try to make the right decision, keeping our rigid one-design principles front of mind. As you can see on our website, we have a thorough list of boat and specifications followed by no less than 86 Chief Measurer's Rulings. Each of these was thoughtfully and deliberately created with these considerations in mind. Sure, there can be controversy and never are all parties fully pleased with the result, but the end game is to preserve an even playing field and keeping the Flying Scot value stable for both older and newer vintage boats. This helps reassure membership that older boats will not become obsolete or of diminished value, whether

FSSA Membership Advantages:

- Control of the One-Design Specifications.**
- Publication of *Scots'nWater* Magazine Six Times a Year**
- Website**
- Independent Management Team**
- Flying Scot Foundation**
- Mechanism to Bring Like-minded Sailors Together**

it be for our cruising or our racing oriented sailors. I, and am sure you, have watched other classes become splintered or just fade away once the one design principles become compromised. There are also the new boat designs de jour that enter the market routinely. Where will they be in 10 years?

Directly related to this topic, we are constantly reviewing, editing and sometimes creating new FSSA By-Law sections. This helps us manage FSSA class issues and sanctioned events and enable fairness, clarity and consistency across our 14 Districts and 95+ active fleets nationally. We have an Amendments Committee charged with responsibility to steward our Constitution and By-Laws in this manner. One of the most recent changes was to match our fiscal year to the calendar year. To accomplish this we made FY 2014 a 16-month year at the price of 12 months.

Another value we deliver is a publication of *Scots'nWater* magazine six times a year. The magazine is one of our most

visible benefits of membership. It is a well-produced, color product and can be delivered to you as a glossy magazine, electronically, or both— your choice. It also holds ads by our builder, major sail makers and other suppliers to allow easy connections. By the way, if you choose the e-version only, it saves you \$5/year. We spend a fair portion of our budget producing the magazine, with efforts led by our editor and layout, printing, and mailing by our management company. One area we would like to enhance is breadth of content. We truly would welcome more boat up-keep, day sailing, and cruising articles. For many of our rank-and-file members racing is not their primary use of the boat. Tell us about your adventures and we will make room for you in the magazine!!!

Tandem to the magazine is our Website. This has grown tremendously over the past few years. We believe we have a really good and very interactive website. We have invested a lot of sweat equity largely by the web editor and team to bring it up to where it is today. There is a lot of material here. Among the many areas, we use it to house our 70-page Constitution, By-Laws, and CMRs, class regatta schedules and results, SnW magazines older than one year, used boat listings, links to our Flying Scot Foundation, links to our builder, Flying Scot Inc., multiple forums for discussion on almost any Scot topic, and districts-specific sections for each fleet to communicate. I encourage you all to explore it. We want more of you to use it and contribute to it – it's yours!

We also employ an independent

management team, J. Edgar Eubanks and Associates, to manage our finances, records, and membership directory. While our FSSA Treasurer sets the budget, JEE manages it for us. The individuals in this organization are who you interface with when you contact our class and are the first to reach out to you when you buy a boat or need help in contacting anyone in the class whether it be local, regional or national. They also manage our non-profit status to ensure compliance with the IRS 501(c) Federal regulations.

Another area is our Flying Scot Foundation, founded in 2008. This is a place where those interested in making a contribution to the Flying Scot Class

can do so. These contributions are then awarded to selected recipients promoting Flying Scot sailing, fleet growth and sailor education. How this works is described in excellent detail on the website.

Here is a more obscure value of FSSA membership that I believe is huge. It is a mechanism to bring like-minded sailors together sometimes resulting in lifelong friendships. Sure – there are many ways to get there but here is an organization of amateur sports and outdoor enthusiasts that enables one to find others and enjoy sailboat racing or cruising opportunities across much of the USA. Whether you live in the Pacific Northwest, Texas, New

England, the Midwest, eastern US, along the Gulf Coast, or in the southeast US, we can be found.

To wrap, membership in FSSA is assurance we can give that you and your Flying Scot are part of an organization dedicated to enabling future growth knowing we have a strong foundation that preserves our one-design status and the value of our boats. If you know someone who enjoys their Flying Scot and is not a member of FSSA, please ask them consider joining our team. If you know someone who might like to learn more about the Flying Scot – invite them into your world. Who knows? They might love it as much as you do. 🚤

The Flying Scot Sailing Association has issued a Certificate of Charter fleet number 203 to the Sailing Club of Washington, Washington, DC. This fleet will be part of the Capital District with Julian Mallett as the fleet captain. Welcome aboard Fleet 203!!



Photo Yvonne Pottharst



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The Joys Of Small Boat Sailing On Lake Erie

O. Ross Long, FS 3607

For a number of years members of Fleet 37 (Hoover Sailing Club) have enjoyed an annual outing in late September or early October to sail on the vast expanses of Lake Erie. There is no racing, other than to be first to the local watering hole, but only nice long runs and tacks. Sailing on Lake Erie really is a great way to enjoy sailing the Scot and the folks who sail Scots and their friends and spouses as well.

Our home sailing base is Hoover Reservoir, just north of Columbus, Ohio, which provides the main water source for that city. It is a relatively narrow and not too long, especially in late summer when the city draws down the water. Thus there are not many opportunities to just enjoy a long leisurely sail, especially where there is a destination and refreshments waiting.

Lake Erie provides that opportunity in abundance. We usually take two to three boats and about a dozen sailors, or hangers on, and rent a house for the weekend at Lakeside, Ohio. One of our members has a connection there so we always have a nice place to stay.

We launch from Mazurik boat ramp, a very modern boat ramp, which is on the north side of Marblehead Peninsula and about a mile from the rented house. The ramp puts us in great position to sail to one of our two preferred destinations: Kelleys Island, approximately three miles north-northeast from the ramp; or South Bass Island and Put-In Bay approximately 10 miles northwest of the ramp. The final destination is always determined by wind and weather conditions. Needless to say



if it is blowing 20 knots and raining horizontally, we find other activities in the local area to pursue.

Some of my best sailing experiences have been on my Scot sailing on Lake Erie in the fall. Once, coming back from Put-In Bay, we had a 10-mile spinnaker run with almost no tweaking of the spinnaker sheets. At other times, we have had an opportunity to demonstrate our sailing abilities. One of my fondest memories is when three Scots sailed over to Kelleys Island. There were docks available near a favorite watering hole on the south side of the island. All three Scots sailed smoothly up to the docks, headed into the wind, dropped their sails, tied off and went up to the local watering hole. We were rewarded for our seamanship by the power boaters who had all gathered on the deck, overlooking the docks, to watch us come in. They were so amazed at our precision, they

bought us all a round of drinks. They had never seen anything quite like that before.

If the weather is not favorable, either too much wind or too little, there are plenty of other activities on Ohio's north coast. The weather conditions created by the lake extend quite a distance inland and make for excellent growing conditions. That, plus good Ohio farmland, creates a microclimate which supports some marvelous vineyards. While I'm sure the French would scoff at Ohio wines, I can tell you that some really good wines are made on Ohio's north coast.

If we still want to visit the islands, despite the unfavorable weather, we can always take one of the ferries, including the famous "Jet Express" that takes us to Put-In Bay. There are also smaller more traditional ferries to Kelleys Island where there are glacial grooves, petroglyphs and beaches.

One of the highlights of the trip is the Saturday night cookout at the house, where everyone contributes to the meal and refreshments, creating some wonderful concoctions and memories.

By going in late September, we avoid the summer crowds and we usually have great sailing weather. The Scot handles the waves and weather conditions very well and is a great way to view the islands and Marblehead Peninsula with its iconic lighthouse. We encourage all members of our fleet to make the trip and we would certainly welcome any members from other Scot Fleets to join us. I hope to see more Scot sailors in the Midwest take advantage of our Great Lake Erie. ▲



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Racing is great, but...

Dave Smith, FS 577

Photos courtesy of Lisa Kreisler, LisaKsPhotos@gmail.com, LisaKsPhotos.com - 614-885-4029 - Columbus, Ohio

We sail at Hoover Sailing Club (Fleet 37) on a small reservoir in central Ohio near Columbus that is bound by a bridge to the south and a bridge to the north. It is a pretty reservoir that is definitely worth exploring. However, given the boundaries there is only so much exploring that can be done. Thus we race. What else is there to do? The nice thing about racing is that it gives us something fun to do on the water and it greatly improves our sailing skills. This is a good thing. If our sailing base was in a less confined environment, it would be easy to become distracted with exploring and never gain the skill that racing teaches us.

However, in fleet 37 it is also recognized that it is important to use the skills honed from racing for endeavors that do not include racing. For 20+ years the fleet has had an annual Lake Erie trip. Typically, we stay in Lakeside and let the winds decide our on-water itinerary. Some years we make it to Put-in-Bay or Kelleys Island. Some years we are forced to hug the shore or launch into Sandusky Bay. Last year it was blowing hard and we said what the hell and dove right in. Our skills honed from racing made us stupid. As the following excerpt from last year's trip report shows, we punished that Scot!

The boat was captained by the noble and courageous Ray Trask who demonstrated superb seamanship in exiting the breakwater with a 20-knot wind directly on the bow. There was a very narrow opening which only an extremely skilled captain could negotiate and Captain Trask was up to the task. Once on the open water, things



Jamey Fisher, FS 4120, Ross Long, FS 3607, Ted Hobson (yellow), background boat (unidentified). Photos courtesy of Lisa Kreisler.

really got exciting with waves breaking over the entire boat. Our skipper held fast and showed incredible courage, leadership and skill when the boom gave way from the mast and went flopping over the side. Our skipper temporarily turned the helm over to Chris Fogle and then went forward in the face of grave danger and fixed the problem so that we could continue to sail. The sailing was absolutely exhilarating but there was some concern that the boat might disintegrate under the incredible pressure and beating of the waves. Very reluctantly Captain Trask turned the helm toward the dock after a couple hours of sailing. As we approached the dock, we observed a Coast Guard boat tied up at the dock doing watercraft inspections. Captain Trask wanted to show the Coasties some

real seamanship so we flew through the narrow opening under full sail with 20 knots of wind at our back. The captain sneered at the Coast Guard boys as he flew past them and rounded the dock, turning the boat directly into the wind and stopping it dead in the water right at the dock. The Coast Guard boys were so impressed that they didn't even bother to do their inspection of our boat as they realized that this boat was in excellent condition and crewed by top-notch seamen.

The last two years we have also added a Kelleys Island trip to our non-racing itinerary. For this trip, we load the boats on a ferry in order to get to the island. We camp at a beautiful park on the northern shore that has a boat launch. Honestly, the best part of this trip is not sailing related

at all. This place is absolutely gorgeous! A crescent beach that looks more tropical than Ohio! Bars! Glacier Grooves! Biking! Hiking! You get the picture. But the sailing is also cool. I am not sure what the best part is. It could be the look of awe we get from the jet skiers as we leave and return to the dock without motors. It could be the fact that we can sail into Canadian waters. It could be the fact that we can circumnavigate the island to see all the beautiful things you cannot see when actually on the island. Those racing honed skills do come in handy.

Finally, there is the Caribbean. Years ago, fleet 37 was very active in the BVI during the winter layover. I am happy to report that the tradition has been revived! My first trip was last year. The following is an account of the trip from Chris Fogle.

Our trip began early morning February 22, 2013 (Friday), in Columbus as we boarded a plane to St. Thomas US Virgin Islands. Conditions were horrible in Ohio and the plane had to be de-iced before we could take off. Fortunately, we did and the weather was beautiful in the Caribbean when we arrived in St. Thomas around 3:30 pm. A short cab took us to the ferry dock where a 40-minute ride took us to the BVI main island of Tortola, where we met the rest of our crew at the boat. We had chartered a Leopard 4300 catamaran that had four full berths with in-suite heads for each couple.

We slept aboard the boat at the marina that night and were briefed on the boat's systems the next morning before leaving around noon. We discovered that the cat did not point to weather nearly as well as a Scot and, after two tacks across the Sir Francis Drake Channel, we motored to our first night's destination — Marina Cay. We had lunch in the cockpit before snorkeling at a nearby reef and enjoying afternoon drinks at the Pusser's Bar and Grill that represented the only development on the small island of Marina Cay. Our only non-sailors aboard — Jim and his wife Mary from Rochester, New York — broiled steaks on the grill for dinner.

The next morning (Sunday) we sailed to the North Sound of Virgin Gorda where we took a mooring at Saba Rock, a small

island in the sound. The grill was fired up again and we enjoyed cheeseburgers in paradise on the boat. The group split up that afternoon with half going to the beach at Bitter End Yacht Club to relax, while others snorkeled again on a nearby reef. At five o'clock we watched the feeding of the tarpon with fish scraps from the restaurant dock at Saba Rock. Tarpon are huge fish that work themselves into a frenzy when fed — very cool! Dinner this day was steak fajitas prepared from leftovers the night before.

On Monday, we did not sail, but motored across the North Sound to Leverick Bay to pick up water and rent a car. We explored Virgin Gorda and enjoyed panoramic views of the entire area before arriving at The Baths, on the southern tip of Virgin Gorda, for the afternoon. The Baths are formations of large granite boulders that are nothing like any of the surrounding island geography. It's a bit of a mystery why they are there, but it provided a great opportunity to climb around the rocks and enjoy swimming in the grottos they create. This night we enjoyed dinner at a beach bar at Leverick Marina and enjoyed entertainment provided by Michael Beans — a renowned troubadour who sings about sailing around the BVI.

Tuesday, we sailed to the most remote island of Anegada on a delightful beam reach in a 15-20-knot breeze. The trip took less than two hours — a new record for the captain, Chris Fogle, a member of fleet 37. We rented a truck to transport the crew to the north shore for snorkeling, then we proceeded to Cow Wreck Beach on the west end of the island for more beach time and drinks. Back to our anchorage for dinner ashore at Potter's by the Sea where the owner, "Sammy," spun tunes and had everyone doing the limbo before the evening was over. Jeremy, one of the youngest of our group, proved the most limber of us, but nobody beat the locals at the contest!



Photos courtesy of Lisa Kreischer.



On Wednesday, Sammy (our cook from the night before) hooked the captain up with some fresh bait for deep-sea fishing on our journey from Anegada to Yost Van Dyke — our longest sail of the trip. The captain hooked two fish, which displayed some open-air acrobatics for the crew before humbling the captain by spitting out the hook before they could be reeled in. We cruised on a broad reach at 5-6 knots for the trip that took about three hours before landing at Great Harbor around 1:30. Most of the crew spent a lazy afternoon on the boat before we went to Foxy's for happy hour and dinner. Foxy entertained the crowd with his unique brand of humor.

Continued On Page 21

Scott in a Scot

Scott Trask, FS 2297

Sailing is the coolest thing I've ever done. As a fifteen-year-old, I have been exposed to sailing all of my life. These days I sail with my dad in our Flying Scot at Hoover Sailing Club (HSC), with HSC's Junior Race Team in a Laser, and with other experienced sailors on different types of boats at our club and in the Inter-Lake Yachting Association (I-LYA). How did I get here?

I grew up in the Flying Scot. While it's a great racing boat, it is also a great family boat.

My parents looked at different boats for quite a while before deciding on a Flying Scot. They wanted a strong fleet within our local club, a good-sized boat, and a boat that their kids would love to go on. They definitely got that last category right.

When I was just five days old, I was first introduced to HSC's Flying Scot Fleet #37 at their annual winter party. Once the spring came, I joined the rest of my family on the boat itself. With my parents and two older sisters, the five of us have sailed many trips up on Lake Erie as well as several inland lakes here in Ohio. We'd spend the day on the water; sailing, yes, but also eating, singing (we are known at our club as the von Trasks), boogie boarding, trailing Mr. Boatie (a yellow tugboat tied to a string), and napping under the bow.

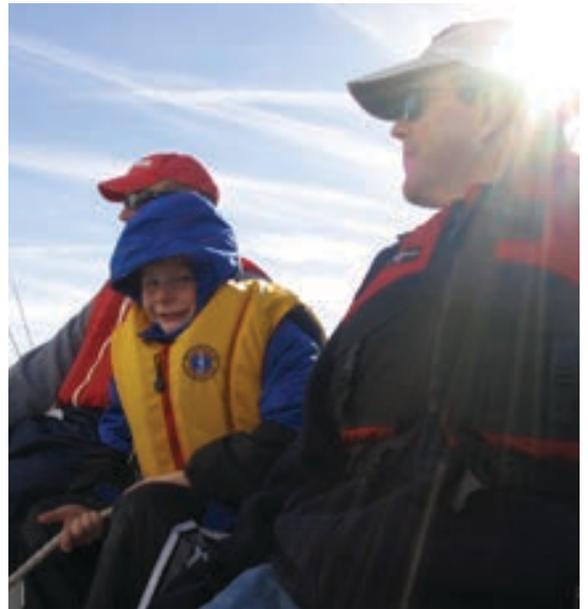
After years of cruising with the Scot, my parents supported my personal interest in learning to sail. When I was seven, I started classes. With my previous experience from the Flying Scot, I was able to move up

quickly and, at 10, was invited to sail an Optimist Dinghy with Hoover's Junior Race Team. Racing with the team, I have made long-lasting friends, met great young sailors, and kids my



age who are as interested in sailing as I am. Our area of racing is governed by the I-LYA, and regattas are held each weekend throughout the summer along the south shore of Lake Erie from Detroit, MI, to Erie, PA, along with many inland lakes as far west as Indianapolis, IN, east as Lakewood, NY, and south as Cincinnati, OH. I have also traveled outside that area to race and have been able to participate in clinics and high-level regattas to further my knowledge and ability in sailboat racing. My father's knowledge of sailing and racing helped my experience throughout this time and we have helped each other become better sailors.

As I grew in size, I started to crew with my dad in the Flying Scot at our club and holiday series races as well as our local Buckeye Regatta. Together we



have improved our boat's standing in club racing. This past season we decided to take it to the next level. We ventured to Pymatuning Lake for our District Championship and to Lake Norman for the North American Championships. We had planned on going to Lake Arthur to

Continued On Next Page

Sailing???

Karen Pearson, FS 1757

You want to do what?" I asked my husband. "Take lessons and learn how to sail," he repeated. I wondered where we would learn to sail living in Chillicothe, Ohio. He had been researching on the Internet and had ready answers to all my questions. There is a sailing club (Hoover Sailing Club) in Westerville, Ohio, that offers lessons and is only 65 miles from us. He even had the application downloaded with a list of all the classes. I had a few more questions and he sent the sailing instructor, Jamie Jones, an email. Jamie sent an enthusiastic reply and we were on board.

We enrolled in all three adult learn-to-sail classes offered at Hoover Sailing Club. My husband talked me into buying a wet suit, though I did not understand why I would need a wet suit if I was going to be in a boat. I have not worn my wet

suit yet but I now know that one might get wet when sailing.

The first day of sailing class finally arrived in late May. It was cold and windy. Jamie and his instructors helped the beginner's class rig their Collegiate 420's and get them on the lake. The wind was blowing, the sails were snapping, and it came time for me to get in the boat. I did so without tipping it over and sat there, too terrified to move. The centerboard was not down yet and the boat was rocking in the water. I looked at my husband and said "Get me out of this boat!!!" He took my hand and helped me from the 420. The dock felt so solid and comforting to my quaking knees. One of the instructors stopped by and asked what was wrong. They helped me back into the boat and showed me how to put the

centerboard down, which helped things tremendously. On board I stared at my husband wondering what had he had gotten us into.

We survived the beginner class with some scrapes and bruises and advanced to the intermediate class. Hoover Sailing Club provided a Flying Scot for our first intermediate class. Dave and I became attached to the Flying Scot and eventually purchased one of our own – hull #1757.

It is incredible to me that in one summer I learned some basics of sailing, crewed on a Flying Scot that won a race and sailed my boat on Lake Erie (with assistance from members of Flying Scot fleet 37). I don't know if I am as obsessed with the idea of sailing as my husband but I am very much looking forward to spending as much time sailing at Hoover next summer as I can. ▲

Scott in a Scot - Continued From Page 10

OHIO DISTRICT

Sail for the Grail, but that didn't work out due to marching band conflicts. At Pymatuning, we faced the boat builder, Harry Carpenter, who we were neck-and-neck with in some races (at least on the first few legs). We got fifth overall of the 20 boats that participated.

Then we travelled to Lake Norman, NC, for NAC's. I skippered in juniors and my dad skippered in the actual event. For juniors, the wind was pretty good, about 8-9 knots with puffs of 10-11. We were in a solid fourth place after the first two races. As they were only awarding trophies to the top three, we decided to go for broke in the last race and try to push past the very solid sailing teams above us.

It didn't quite work out and we ended up placing fifth overall but it was a great day of sailing in good wind and against good competition. The rest of the week the wind did not play in our favor. It never got over six knots the whole time. We did much better than we expected and placed 9th in the challenger division.

The NACs were so much fun. I don't think I've ever gotten more from an away regatta before as they had very seasoned sailors to watch and learn from. The boat builder and sail makers that attended were great about offering advice and suggestions. My dad also learned a lot from these regattas and we both expanded our knowledge about the Scot and will continue to

race individually and together.

Without the help from my parents and club, I never would have gotten this far. I started in the Scot, day-sailing with my family, learned sailing and racing in many other boats, and have come full circle to racing the Scot as well. If we could start all kids like I did, many would come back to the Scot with open arms. It's a great and underappreciated boat for both racing and cruising. It's one of my favorites because it takes barely any time to rig! For a dinghy, the Scot is an amazing boat, and I love it. My parents started me in it and I'm still in it today, and hopefully you will be hearing more of me and my dad as we take our sailing to the next level. ▲

Fontelieu Fall Classic

John Cook, FS 5535

Flying Scot fleet 177 hosted the Fontelieu / Fall Classic on September 28th and 29th at Cedar Point YC in Westport, CT. With SE winds at 10 knots on both days and spectacular sunshine, 15 Thistles and nine Flying Scots enjoyed Cedar Point YC sailing at its finest. The PRO for the weekend was Dick Thackaberry and team, who also were the race committee team for the 2011 NAC's at Cedar Point.

On Saturday, three races were held, with Josh Goldman and John Cooke trading first and second-place position throughout the day. Rob and Linda Cohen also showed great speed to settle into third place. Our sister fleet, Fleet 142 from Sprite Island, sent four fast boats around the corner to partake of the great sailing conditions. At the end of Saturday Sprite sailors Tom Gordon,



Fred Breckland, Jim Cummings, and Peter Feick settled into places 4th through 7th, trading places throughout the day. Cedar Point die-hard sailors Chris Grantham and Sharon Herring hung in for places 8 and 9.

Saturday night dinner for the Fall Classic is something not to be missed. Thistle sailor Steve Gruver and team always put on the best steak dinner on the East Coast, followed by pastry chef and Thistle sailor Sam Bauer's fantastic homemade cakes, brown-

ies, and cheesecake. The rest of the night we had Green Eye Lady, a favorite local band, playing great dance and rock music.

Sunday was a repeat of Saturday's great weather and wind. Rob and Linda Cohen continued to get into the mix with Goldman and Cooke on Sunday, which made the racing all that much more exciting. Goldman and Cooke split the two races on Sunday, with Goldman taking the last race to win the regatta.

It has become a tradition that the Thistle and Scot fleets provide homemade chili for after races on Sunday while we watch some Sunday football. So we gave everyone great racing, great food, and a bellyful of chili for the ride home. Can't get much better than that! We'll be doing the same regatta and party next year. All are welcome. ▲

Sailing Your Flying Scot by Moonlight

Diane Kampf, FS 5857, FSSA Commodore

Have you ever sailed your Flying Scot in the moonlight? It is an extraordinary experience to be on your boat at night with just the moon and Mother Nature to guide you. Our club, Massapoag Yacht Club in Sharon, MA, organizes two of these events a year, and although it is always a blast being out there with others, it does not need to be an organized or group event.

You'll want to do this on a night that has as close to a full moon as possible to get the best results. You'll also want to pick a nice clear night with a little wind, not a totally becalmed night or a night with

too much wind to handle in the daytime! Take your friends because you will want to share this adventure.

There are some safety considerations of course. Make sure you have a white stern light and red and green bow lights. And wear life jackets/PFDs while in the boat. You may not need them but why take a chance? Extra flashlights are a good idea in case something is dropped in the water.

Are you ready to give it a try? There is nothing like a nice clear fall evening and a Harvest moon to sail by. You won't regret it. And after you have had your excellent

adventure, take some time to share it with your other Flying Scot buddies – send a story for the FSSA website and/or *Scots 'n Water*. We'd love to hear about it! ▲



Americas Cup

Interview with (Ryoichi) Steven Tsuchiya

Jim Blackburn with photos by Steve Tsuchiya



Steven Tsuchiya is one of Fleet One members is on the Americas Cup Board of Governors. He is also an excellent photographer. He has been at several Cup events including the past two finals and has sailed on the boats during a practice race. He shares some insights into this year's races and the Cup history as well.

This past September, one of the most exciting events in the world of sailing took place in San Francisco, The Americas Cup. It turned out to be one of the most historic and dramatic defenses of the Cup ever. After a two-race penalty, and difficulties in optimizing the speed of their boat, Oracle Team USA (OTUSA) found themselves down 8 races to 1 against Emirates Team New Zealand (ETNZ). Team Oracle over came seem-

ingly impossible odds to successfully defend the "Holy Grail" of yachting.

One of the Scot sailors from Fleet One at Cowan Lake had an intimate view of this event, from the races leading up to the Cup and then for the actual Cup races themselves. Steve Tsuchiya is the regular crew for John Eilers (FS 5552) and together they won the fleet championship this year. Steve took some time off in August and September to travel to San Francisco to see the races. He agreed to an interview with Fleet One's Captain Jim Blackburn.

What is your relationship to the Americas Cup?

There are several aspects to my involvement:

1. Historical Editor and Contributor to *The Holy Grail of Yachting: Art and*

Artifacts of the America's Cup by Alan Granby, Janice Hyland, and Bill Koch. This is a multi-volume history of the art of the America's Cup from 1851 to 2013. The first two volumes (of eight) will be released next year.

2. Freelance Photographer/Writer. This year, I wrote an article about the history of the costs of Cup campaigns for *Sailing World* (July/August Issue) And contributed photos to Gary Jobson's blog of the 2013 match.
3. Co-author of the book, *Winging It: How Oracle Team USA won the America's Cup*, to be released later this year.
4. Member of the Selection Committee of the America's Cup Hall of Fame.

Continued On Next Page

The daggerboards and rudder foils must support 7 tons.



ENTZ races by Alcatraz.



Why did you become so interested in the Americas Cup?

Back in 1987—when I was in the eighth grade—I was introduced to the America's Cup by ESPN's broadcast of the America's Cup in Fremantle. Gary Jobson's excellent coverage, along with Fremantle's dramatic sailing conditions, made the sport exciting to me.

As a sidenote, 20 years later (for the 2007 match), my experience in the Cup had come full circle, when I contributed to a documentary directed by none other than Gary Jobson for ESPN. It was an awesome and rewarding experience for me.

How many Americas Cup series have you witnessed?

In person, I have witnessed four America's Cup matches (2003, 2007, 2010, and 2013). Via TV, I have followed the Cup since 1987.

Tell us about your ride aboard one of the Cup boats during one of the practice races?

In terms of Cup-related boats, I've sailed on 12-metres, J-Class, and ACC boats, but nothing prepared me for the AC45 catamaran class (the September Cup races used the larger AC72s). Back in April, I sailed aboard Oracle Team USA and Emirates Team New Zealand in Naples, Italy. I was struck by the boats' incredible acceleration; even in just 11 knots of wind, these boats could go from a warm-up speed of 12 knots to 22 knots in a matter of seconds. It was more like driving a Porsche than sailing on a boat. When the boats rounded the jibe mark, to head downwind, I could feel G-forces pulling me. It was astonishing for someone used to mono-hulls. On top

of that, the skippers Dean Barker (ETNZ) and Tom Slingsby (OTUSA) were driving them as if they were bicycles. I was on board with my cameras to take some action shots. [see photo]

How would you describe Oracle's comeback from being down 8 races to 1?

Certainly, the greatest comeback in America's Cup history. It was extraordinary, not only from a numerical standpoint, but in terms of how they achieved it. One of the things that made it so amazing was that OTUSA went into the series the inferior team: their boat and crewwork was behind ETNZ. But, given the long series (a first-to-win-nine-races match), it allowed OTUSA, with a combination of luck and determination, to improve their boat-speed and boat-handling. They improved their gybing and upwind foiling techniques; and refined their boat by, among other things, raking back the wing to reduce lee helm.

How historic of a comeback was this?

In terms of the 2013 match's significance, it pales in comparison to *Australia II's* comeback victory in 1983; the result of that match was Australia breaking the world's longest sports streak of 132 years held by the New York Yacht Club.

But, looking at it from the point of view of just this event, the 2013 match featured the greatest comeback.

What did you think Oracle's chances were at 8-1?

OTUSA chances were relatively high because the winds for the most part remained in the upper teens. Once OTUSA was configured properly and

her crew sailing the boat closer to her potential, they became unstoppable. The only weakness they had was in very light winds: in Race 13 on Sept 20, in single-digit wind conditions, ETNZ opened up a huge lead over OTUSA; but crushingly for ETNZ, the Kiwis could not finish the race within the 40-minute time limit and the race was abandoned.

Throughout the history of the America's Cup match, the majority of the matches that pitted equally-competent sailors ended up being lopsided victories because a faster boat cannot be beat. Once OTUSA figured how to make their boat go faster than ETNZ, it was pretty much all over from there. What made the series so dramatic was that OTUSA optimized their speed at the eleventh hour when a single loss going forward meant losing the Cup.

Tell us why Oracle was penalized two races prior to the start of the series? Was this a fair penalty?

The team was penalized two points (each point equaling a race win) by the Jury because the OTUSA cheated during the America's Cup World Series during the 2012-2013 season. Certain members of the team (apparently without the knowledge of top management) added additional weights to the AC45s in areas not allowed in the rules such as the kingposts—the vertical struts underneath the boat.

I think it was a fair penalty. It's important to remember that the AC45 series was an integral part of the America's Cup event; the Protocol, the terms and conditions of the event (signed by all parties), clearly states that the AC45 World Series is part



of the Event and if a participant commits an act that impugns the event, they must be punished by penalties including the loss of points. The loss of points is not new to the Cup: back in 2000, Team Dennis Conner was docked a race in the challenger series for using a rudder that was sourced from an illegal vendor; in the 2003 challenger series, challenger OneWorld was penalized races for illegally stealing design plans from Team New Zealand.

I asked David Tillett, the chairman of the International Jury, why they decided to penalize two races versus another number of races. He said it was “a question of balance: one would be tokenism, four potentially crushing. Two was considered significant . . . and appropriate for the conduct involved.”

How is it that the USA team had only two Americans on it?

Since after the 2003 America's Cup match, the participants decided to eliminate the nationality clause in the protocol. Since the 1990s, more and more teams were relying on foreign hired guns; it was easy (although expensive) to comply with the nationality rules because a “national” was defined, at minimum, as someone who kept their primary residence in the country of the team.

The CEO of Oracle Team USA, Russell Coutts, a New Zealander, was responsible for selecting the top leaders for the campaign which include Grant Simmer (an Australian); as a result, Coutts and Simmer and others selected sailors that they've known for many years and, not surprisingly, many of them are from New

Zealand and Australia. Of course, there are many great sailors in the US, but the Oracle management team do not know them as well as those outside the US.

What is the affinity between the Emirates and New Zealand?

Emirates Airlines of Dubai, United Arab Emirates, has been the title sponsor of Team New Zealand beginning with the 2007 match. Emirates Airlines, a global airline, wants to be associated with the America's Cup because many of the sport's participants and spectators are its target customers. Makes sense I suppose, after all, I visited Dubai in 2010!

How fast do these boats go?

The AC72s typically averaged speeds over 30 knots (34 mph) throughout the course and regularly hit speeds of over 40 knots (46 mph) on the downwind legs. The fastest race speed recorded was 47.57 knots (55 mph) in 21.8 knots of wind (2.2 times the wind speed) by ETNZ on September 24.

Which style of boat do you prefer? The 2010 or 2013 version?

Well I prefer the AC72 over the tri-maran and the catamaran used in the 2010 match. The AC72s are far more refined compared to the beasts in 2010. For example, Alinghi's cat was not balanced well enough and suffered from “wheelies”, where the bow would soar 20 feet into the air due to the lack of rudder foils. Also, the wing that Oracle used in 2010 is very basic compared to the wing they used in 2013. Most importantly, the AC72s are fully-foiling craft.

What made the difference in this series?

Because both boats had equally competent crew, it came down to boat-speed.

In what ways is this type of racing similar to racing in a Scot?

Despite the hydro-foiling and the multi-hull platform, the new Cup racing we witnessed this year has a couple of elements which are more similar to the Scot than the previous mono-hull America's Cup boats.

The first is that the AC72, like the Flying Scot, is very dependent on proper boat-handling: the skipper and the crew members must constantly act in symphony to achieve the boat's potential; little mistakes can be very costly. Fresh Burns, a member of OTUSA, said “You can lose 100 meters in a gybe easily, maybe 200, and if you do four or five gybes on a downwind leg, that's 500 meters lost.” During the Louis Vuitton challenger series, Luna Rossa was crushed by ETNZ because they could not execute smooth foil-to-foil gybes,

When Russell Coutts and Oracle were developing what would become the AC72, they insisted that the crew of the new class must play a bigger role than in the past America's Cup when it was raced with 12-metre and the ACC boats. As a result, these monster 72-foot cats have only 11 crew members. By contrast, the ACC monohulls, were manned by sixteen crew. Like Flying Scots, the sailors on the AC72s are multi-tasking; for example, OTUSA tactician Ben Ainslie would both grind and make tactical calls. By contrast, during the 12-metre and ACC days, a navigator or tactician rarely did any real physical work.

Continued On Next Page

“Newbie”

Mike Uebelherr, FS 5103

My wife Heather and I had been discussing joining a sailing club for some years. I am 24-year retired Navy veteran; she is an elementary school teacher. We live in Stow, Ohio. And while I have some past experience in sailing clubs, she is new to the sport. After checking other clubs in the area, we decided to try Berlin Yacht Club in North Benton, Ohio.

We went for a sail in early June last year on a day when the club took those interested in sailing for a short sail. I met Jim Diffley, the captain of the Flying Scot fleet. In describing the Berlin Yacht Club, he said something I did not expect: “Find a good club, join it; and then pick out a boat to race or sail.” My wife and I had been thinking in the reverse order. We were sold on the Flying Scot and were looking for a good club to match it.

Jim Diffley set us up with Ron Craig, a long time Scot sailor, and we went for our first sail. We had a great sail, and we were sold on the club. We joined, and I started crewing with Ron that first year. He is an excellent sailor, and I learned plenty. I learned the “ins and outs” of sailing at Berlin, and the seamanship peculiar to the Flying Scot. That fall, we started looking for our own Scot.

We spent the better part of nine months looking for a good used Scot. It seemed that every time we found one we liked – bang, it was sold! Heck, we never even got to bid on a boat. Finally we found a great boat on sailingtexas.com. She was a '96 Scot (#5103) located in Hubbard Lake, Michigan for \$5,500 firm. A very nice couple had simply outgrown their boat. I made the trip, and bought the boat. There were some minor glitches but the trip was uneventful.

When I got the boat to the Berlin Yacht Club, I had little trouble setting her up. Jim Diffley and Vance Simpkinson, our commodore, happened to be there and helped me raise the mast and set her up. Finally, on August 13th Heather and I managed to go for our first sail. We did have a couple of “calamity Jane” moments, but it was terrific. Later we had the opportunity to go sailing with Tom Dawson and Skip Banning to refresh our sailing skills. They are also excellent sailors. We’ve been out only about five times this year, and the boat has been tucked in for the winter, but it’s been a great year.

I can’t help but recall what Jim Diffley said when I first came to the club. I had always had my heart set on a Flying Scot. But I am thinking Jim is right; *Find a good club, and join it.* To that I would add: and then start sailing the Flying Scot. ▲

AMERICA'S CUP *Continued From Page 15 - America's Cup*

The second similarity lies in the course design. Like many Flying Scot courses on small lakes, the AC72 course is relatively compact. The AC course in San Francisco featured a course that was less than a mile wide for boats that can regularly hit 35-40 mph. Therefore, these AC72s had to gybe or tack every couple of minutes and there was very little separation between the two boats. This reminded me of racing on Cowan Lake, which also is a relatively small venue. Prior to this year's Cup match, the competitors could achieve miles of separation.

Besides speed and costs, how is it different?

The key difference is the fact that the

America's Cup is not a one-design contest. The Cup was founded as an international test of yacht design and it remains so to this day.

Why is it that these boats are allowed to touch a mark and not have to do a 360?

The America's Cup is governed by a custom edition of the Racing Rules. The AC72s are penalized if they hit a mark; but unlike the regular racing rule 31, an AC72 must slow down until the umpire gives them the “go ahead” to speed up again.



Are there any other rule differences to those we use while racing?

There are many differences. A major difference of the Cup version of the Racing Rules, is that Rule 18 applies in more instances; it applies even if

Continued On Page 23

2014 FSSA Mid-Winter Championship

Larry Taggart FS 5510

Venir à la Nouvelle-Orléans and Southern Yacht Club for the 2014 FSSA Mid-Winter Championship Regatta!

Fleet 96 invites you to the Mid-Winter races March 17-21, and to come early and stay late to enjoy the many things New Orleans has to offer.

You will want to consider the following attractions and activities that will help make your visit more memorable:

Antiques, SAILING, Aquarium, SAILING, Architecture, SAILING, Art, SAILING, Bayous, SAILING, Beignets, SAILING, Bourbon Street, SAILING, Cajuns, SAILING, Casinos, SAILING, Culture, SAILING, Cuisine, SAILING, Festivals, SAILING, French Quarter, SAILING, Gardens, SAILING, Gumbo, SAILING, Heritage, SAILING, History, SAILING, Hunting, SAILING, Insectarium, SAILING, Jackson Square, SAILING, Jazz, SAILING, Mansions, SAILING, Mississippi River, SAILING, Museums, SAILING, Music, SAILING, National WWII Museum, SAILING, Nightclubs, SAILING, Nightlife, SAILING, Oysters, SAILING, Parades, SAILING, Parks, SAILING, Plantations, SAILING, Po-Boys, SAILING, Professional Sports, SAILING, Restaurants, SAILING, Riverboats, SAILING, Rock n' Bowl, SAILING, Seafood, SAILING, Shopping, SAILING, Sport Fishing, SAILING, Streetcars, SAILING, Superdome, SAILING, Swamp Tours, SAILING, Theaters, SAILING, Voodoo, SAILING, Zoo, SAILING, and ... SAILING!

And, if you want to experience a New Orleans-style parade there will be some on the 15th and 16th celebrating our Irish and Italian heritage.

The preliminary schedule has measurement days as Sunday, March 16, and Monday, March 17; a practice race on Monday, March 17, followed by the *Welcome Cocktail Party*; and, the *Competitors' Meeting*. Race days are Tuesday, March 18, thru Friday, March 21 – up to eight races will be attempted. Trophies will be presented following the completion of racing on Friday.



*Jackson Square,
New Orleans.*



A Scot in front of the club.

Other social events anticipated are a *Seafood Boil* and a *Beignet Breakfast Buffet*. Further info is available on the FSSA website, and this will be regularly updated as the Regatta nears.

MAKE PLANS NOW TO PARTICIPATE IN THIS COMPETITIVE AND FUN EVENT – *laissez le bon temps rouler!!!* 🚩

PROPOSED SPECIFICATION CHANGE REGARDING THE USE OF VHF RADIOS

BACKGROUND

FSSA Specification S-V (Racing Restrictions) paragraph 7 states:

“7. Except for compasses and timers, electronic devices which are used as an aid to the boat’s performance shall not be operated or used while racing. This includes but is not limited to the following: VHF Radios, CB Radios, Cell Phones, GPS, PC Lap Top, compasses that calculate lifts and headers.”

Over the last few years, the National Championships Committee (NCC) and the Executive Committee have received many requests to initiate a change to the Specification to allow an option to allow the use of VHF radios while racing for specific, limited purposes. One such purpose would be to hail boats that are on the course side of the starting line (OCS) at the start of a race. Another purpose would be to alert the fleet of impending bad weather or approaching storms. Although the Racing Rules of Sailing requires that the race committee raise flags and sound horns to signal the abandonment of a race, some boats may be far enough away from the race committee to not be aware of an abandonment.

In addition, many FSSA members choose to carry VHF radios on-board when racing, but turned off. They would only be turned on during a race to request assistance, in the event of an ill or injured crew member, or to request a tow if a boat is damaged. Such a boat is no longer racing at that point, so Article S-V.7 would permit the use of VHF to request assistance. However, some members believe that Article S-V.7 should be clarified accordingly.

PROPOSED REVISION

In accordance with the FSSA Constitution, the Measurement Committee (with input from the NCC and the Executive Committee) has proposed the following revision to Article S-V.7:

“7. It is the intent of FSSA that *Racing* performance not be enhanced by electronic or computational devices that gather information about conditions, monitor performance or in any other way benefit or influence a boat while *Racing* except as noted below. The following devices are the only ones permitted to be carried aboard at the option of the skipper and while *Racing*:

- a. Electronic watches and timers
- b. Electronic digital compasses with chronograph (timer and/or clock). However the compass shall have no external connection and shall provide neither wind nor boat speed; shall not compute correlations between time and distance; and shall not calculate lifts and headers.

- c. Hand-held communication devices (cell phones, pagers, radios, etc.) with the following conditions and/or restrictions:

Cell phones and VHF radios may be used to report emergencies to the Race Committee. A vessel reporting/declaring its own emergency shall be scored RET (retired); a vessel reporting an emergency on a competitor's vessel shall not be penalized, and may seek redress if its finishing position is affected by providing such report. No other transmissions from competitors are permitted. In addition, when so specified in the Notice of Race and Sailing Instructions, the Race Committee may use VHF radios to inform competitors of safety information (such as approaching weather) or to hail boats that are on course side of the starting line (OCS) at the start. Information from the Race Committee to the competitors should be on a separate channel from the one used for communication with other race officials, and should be identified in the Sailing Instructions. Transmissions on the competitor's channel from the Race Committee to assist in the management of the event are permitted when not *Racing*, but must be accompanied by the signals required by the Racing Rules of Sailing (when applicable).”

DISCUSSION

The proposed revision is intended to resolve the issues discussed above, by allowing specific, limited uses of VHF radios. The option to allow the use of VHF radios when racing would be the choice of the regatta organizer and race committee, on a case by case basis, and not mandated by the FSSA. If the use of VHF radios is allowed, that fact must be stated in the Notice of Regatta and in the Sailing Instructions. Also, whether or not to carry a VHF radio on board would be the choice of the competitors, and not mandatory. No competitor would be required to purchase a VHF radio or carry one onboard.

It has been noted that some competitors may feel that the hailing of OCS boats by VHF may entitle them to redress if they do not hear the hail. To preclude any misunderstanding, the National Championships Committee intends to change the Standard Sailing Instructions for sanctioned events to include wording such as the following:

“As a courtesy, the Race Committee may attempt to hail OCS boats by VHF radio. The lack of a hail, or the failure of a boat to receive a hail, shall not be grounds for redress.” This wording would only be added to a specific event's Sailing Instructions if the Race Committee decides to use VHF in addition to the normal flags and sound signals for OCS boats.

PROS AND CONS

The advantages of the proposed revision are:

1. It would allow the use of VHF radios to hail OCS boats. This was done on a trial basis at the Mid-Winters in St. Petersburg about 6 years ago. On the first day of racing there was a strong current towards the windward mark, and several boats were pushed just over the starting line. They were hailed as OCS (both by the normal procedure of the Racing Rules of Sailing and by VHF). Two competitors who knew they were OCS prior to the VHF hail thought they had returned properly, but were still OCS. They would not have returned to re-start a second time had it not been for the VHF hail. They later stated that it would have been very disappointing to drive over 1000 miles to a regatta and been scored OCS, so they were very grateful for the VHF hail. An informal poll after the event indicated that majority of competitors liked the VHF hails.
2. It allows the race committee to hail weather and safety-related information to the competitors. This is an advantage when the fleet is widely spread out and cannot hear of see signals from the race committee.
3. It clarifies that a competitor is allowed to hail the race committee in the event of an emergency (for example illness, injury, or boat damage). It could encourage boats to carry a VHF radio for use in the event of an emergency. In a recent Thistle fleet national event, a competitor suffered a heart attack during a race, and emergency help was initiated through a VHF transmission.
4. Specifically allowing the use of VHF radios when racing would encourage competitors to carry their VHF radios on board who do not now do so, and thus enhance overall regatta safety.
5. Permitting the use of VHF for OCS hails could help prevent perceived bias against competitors starting near the pin end of a long line, where it is difficult to see the OCS flag signal and hear a hail.
6. Although not an advantage per se, it is noted that the Class Rules of many other one-design boats of comparable size to the Flying Scot allow the use of VHF radios while racing. Such classes include the Lightning (when stated in the NOR and SI), Windmill, Interlake (if in the NOR), MC Scow, Sonar, J22, J24, Highlander (if in the SIs), Flying Dutchman (if in the NOR and SIs) and Etchells (if in the NOR and SIs). It is acknowledged that some classes do not (Thistle and Buccaneer). The Thistle class encourages competitors to carry a VHF radio when racing for emergency use.

The disadvantages of the proposed revision are:

1. Not all competitors may choose to purchase a VHF radio or carry one onboard. Therefore, they could be at a disadvantage compared to boats with a VHF if they are OCS.
2. It is the responsibility of the helmsman to start on time. It could be argued that sufficient information is already provided by the race committee's signals to let the fleet know if any boats are OCS.
3. If the revision is approved, it is possible that the FSSA may

lose members who are opposed to allowing the use of VHF radios when racing.

4. It could be perceived that the allowing the use of VHF is contradictory to the spirit of the specification that racing performance not be enhanced by electronic devices, and thus would lower the "purity" of the sport.

BOARD OF GOVERNORS RATIFICATION

The FSSA Constitution requires that the Board of Governors ratify changes to the Specifications before they are presented to the membership for a vote. The Board ratified the proposed revision by a 16 – 3 vote, with 4 governors not voting.

Of the 16 "for" votes, 3 governors expressed some reservations about the use of VHF for OCS notifications, but felt that on the whole the revision was warranted. Other governors were strongly in favor of the proposed revision, and cited specific examples of where VHF could have (or actually did) enhance regatta safety.

Comments from members are welcome via the Racers Rap section of the Forums section of the website.

THE VOTING PROCESS

Each fleet captain will be asked to poll his or her fleet and report the results to FSSA. Each fleet gets one vote for each FSSA member in the fleet. In addition, each fleet is allowed to cast split votes, so the Fleet Captains will be requested to report the totals for and against. A 2/3 majority is needed to approve the change.

Members of FSSA who race a Scot but are not members of a fleet may vote by sending an email directly to the FSSA Executive Secretary: courtney@jee.com.

The FSSA will schedule a Special Meeting (to be held electronically) no sooner than 30 days after this posting (as required by the Constitution) to tabulate the results. The results will be posted to the website and announced by email.

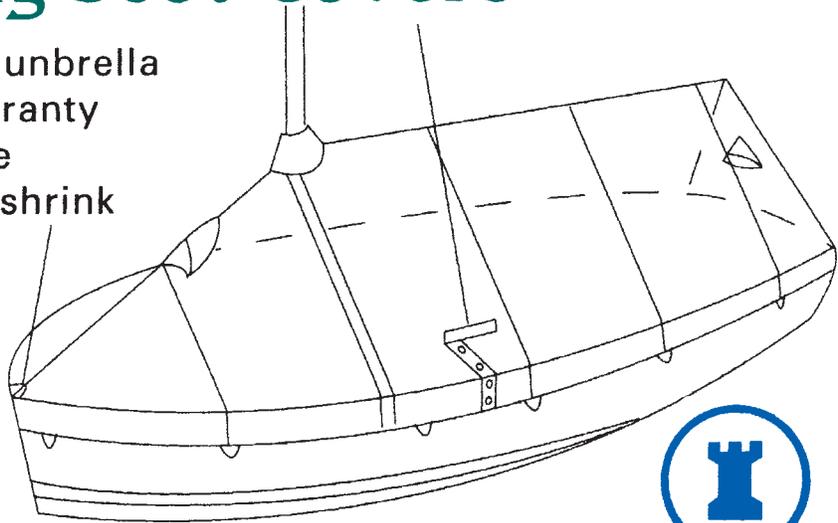


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Do Not Buy ANY Boat Cover Until You Study This Comparison Chart

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Typically lasting 7-10 years	Industry norm is 5 years
PTFE Teflon thread at NO UPCHARGE	Chemically stripped polyester thread lasts 2-3 years
Unique waterproof Vinyl-like double-coated Poly Army Duck	Uncoated, or laminated fabric that delaminates & leaks
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Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



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Boat #/Fleet # 0

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Alexandria VA 22314

Boat # 5323/Fleet

0 Robert Reuter 102
E. Bellefonte Ave.
Alexandria VA 22301

Florida District

Boat # 4135 /Fleet # 0

Herb Larrabee
2933 Concord Street
Sarasota FL 34231

Greater New York District Boat #/ Fleet # 153

Boat #/ Fleet # 73

David Pearson
4719 Three Locks Road
Chillicothe OH 45601

Gulf District

Boat # 5018/Fleet # 0

Winfried Goethert
106 Lannom Circle
Tullahoma TN 37388

Kristian Earles
1534 Connie Road
Iota LA 70543

New York Lakes District

Boat # 2807 / Fleet

0 Robert Boromisa 4
Hillcrest Drive Ballston
Lake NY 12019

Ohio District

Boat #/ Fleet # 0

Seth Mobley 3294
Shoshoni Ct.
Hamilton OH 45011

STARTING LINE

STARTING LINE Calendar Of Monthly Events (FROM MAY 2014 – NOVEMBER 2014)

Great 48 Regatta

Lake Norman Yacht Club
05/03/14 - 05/04/14
Carolinas District
Mooresville, North Carolina

Buckeye Regatta

Hoover Sailing club
05/16/14 - 05/18/14
Ohio District
Westerville Ohio
msweterlitsch@beneschlaw.com

2014 Sprite Island Douglass Orr Regatta

Sprite Island Yacht Club
06/21/14 - 06/22/14
Greater New York District
East Norwalk Connecticut
fs2601@AOL.COM

New England Districts

Sandy Bay Yacht Club
07/26/14 - 07/27/14
New England District
Rockport Massachusetts

DCYRA Women's and Junior Regatta

Deep Creek Lake
08/09/14 - 08/10/14
Ohio District
Deep Creek, Maryland

2014 Massapoag Yacht Club 65th Annual Regatta

Massapoag Yacht Club
09/06/14 - 09/07/14
New England District
Sharon, Massachusetts
dianekampf@charter.net

2014 Atlantic Coast Championship

Fishing Bay Yacht Club
09/20/14 - 09/21/14
Deltaville, Virginia
dcycotte@yahoo.com

Fall 48 Regatta

Lake Norman Yacht Club
11/01/14 - 11/02/14
Carolinas, Mooresville
North Carolina

Continued From Page 9 OHIO DISTRICT

The next morning (Thursday) we simply motored to the next anchorage in White Bay, Jost Van Dyke. Lunch on shore at the famous Soggy Dollar Bar followed by an afternoon cocktail party with the largest group of people we encountered all week. The evening was spent on the forward trampoline stargazing and using an I-pad app known as “night sky” to identify constellations. We even had a quick “movie night” with folks sharing their favorite YouTube videos with each other. Most were in their bunks before 11pm.

Everyone arose early Friday to enjoy the sunrise and we practiced anchoring techniques for the more inexperienced crew before visiting our final island, Norman Island, aka “Treasure

Island,” as it was the inspiration for Robert Lewis Stevenson’s famous pirate novel. The best snorkeling of the week was enjoyed at the nearby rock formations known as “The Indians” and the “Caves”. Dinner this night was pasta, salad, and garlic bread with lots of red wine. Most of the crew went ashore after dinner to dance to a two-man Rastafarian band whose members could play guitar rifts with their teeth, which was amazing. A nightcap was enjoyed at the infamously rowdy floating bar known as the “Willy T”. It was fun, but was found to be pretty tame, compared to prior visits. We somehow found our way back to the boat by flashlight where we all went to bed.

Saturday was our last day and we had

to have the boat back to the anchorage in Roadtown, Tortola, by noon. On the last sail, we experimented with “heaving to” to keep the boat in a stationary position in case of a “man overboard” event. Much to our surprise it worked as well on a catamaran as it does on a Flying Scot.

Our last night in paradise was spent on shore on Tortola where the crew went their separate ways before flying back to Columbus the next morning.

One of the biggest surprises to me was that the sailing was not an issue. It was easier than could possibly be imagined. Go racing skills! Moorings, working the toilets, managing water, and charging batteries, on the other hand, those were all new experiences.

Happy sailing. 🌊



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 1ST PLACE LABOR DAY - EUSTIS SAILING CLUB
 1ST PLACE GREAT SCOT REGATTA - BIRMINGHAM SAILING CLUB
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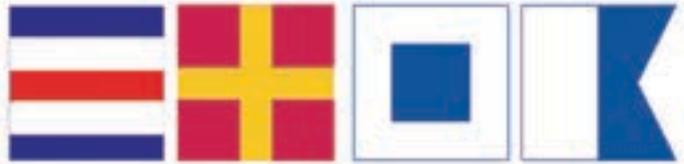
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America's Cup - Continued From Page 16

AMERICA'S CUP

the AC72s were approaching the mark on opposite tacks. Other differences lie in the penalties themselves. There are no turning circle penalties for example. Instead the AC72s must slow down until the umpires give them a signal to resume their regular speed.

Is the 3 boat circle big enough when moving at these speeds?

Given the skills of the Cup crews and the fact that there were no crashes at the marks, I think the 3-boat circle zone is fine.

Was there much legal wrangling in this years Cup challenge?

As usual, there were legal wranglings, but this year's Cup series was peaceful compared to what we witnessed in the years leading up to the 2010 match. Also, for this year's Cup, none of the issues went to the US Court system. Instead all issues were handled by the International Jury. 



Steve Tsuchiya/AC Hall of Fame.

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