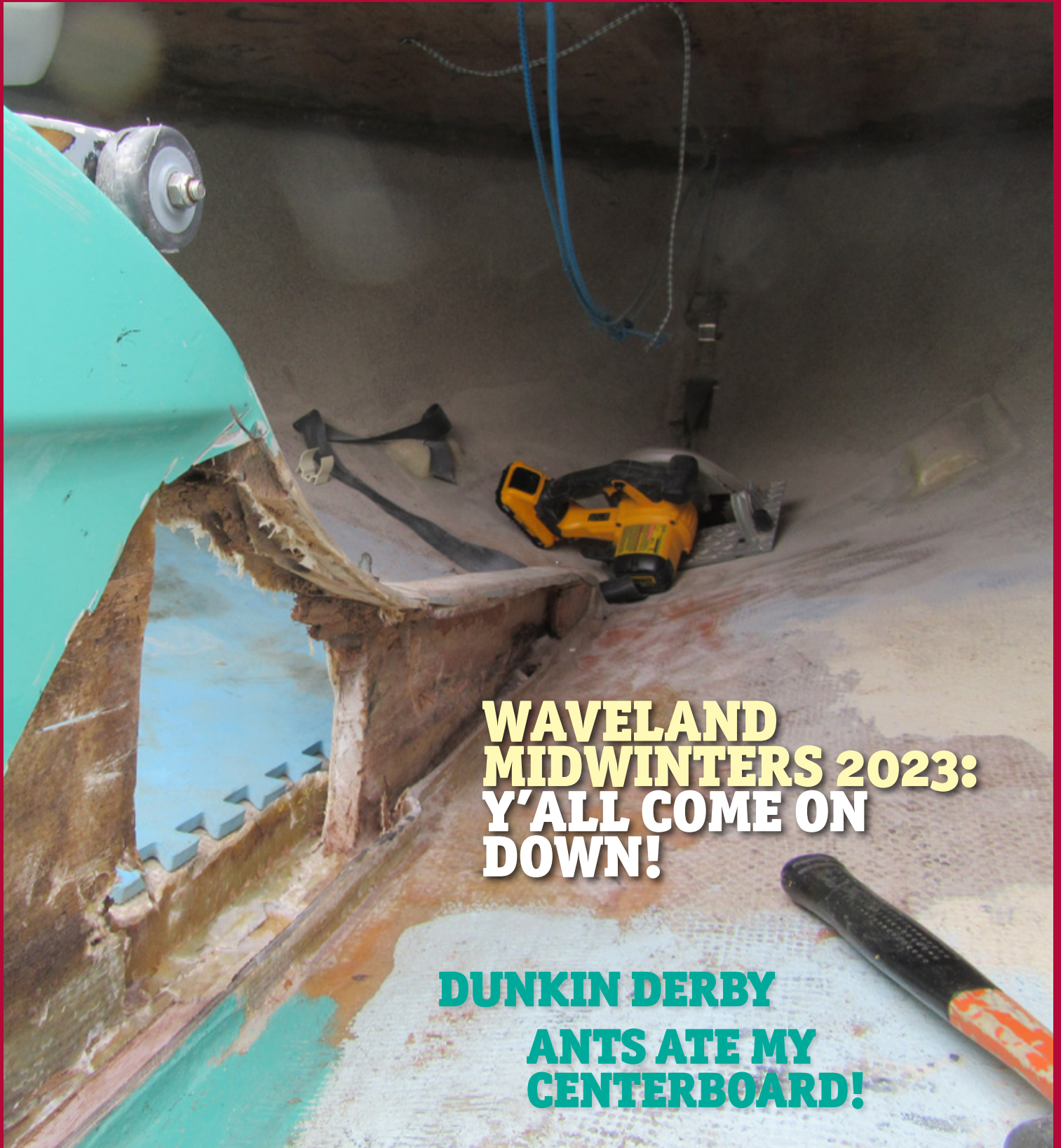


# SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 67 | NUMBER 1 | 2023



**WAVELAND  
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DOWN!**

**DUNKIN DERBY  
ANTS ATE MY  
CENTERBOARD!**

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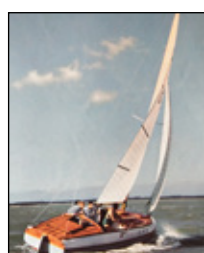
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**Attention Web Surfers / E-mail Users:** The FSSA Flying Scot website has the latest information. Visit <https://www.fssa.com/> with your favorite browser.

The email address for regatta notices and regatta results to be published in *Scots n' Water* is [info@fssa.com](mailto:info@fssa.com). Please feel free to submit any and all stories and photographs to be printed in *Scots n' Water*. All articles should be submitted in ASCII Text or Microsoft Word. Photos should be in .jpg format, and at least 1mb in size.

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**Cover Photo:** Successful mid-season repair under the deck of FS#18.





## Review and Reset!

Nancy Claypool, FS#5945, FSSA President



**H**appy 2023! I'd like to use my first column of the year to tell you about some of the "business" being handled by your Flying Scot Sailing Association. The Executive Committee has been hard at work listening to members and working on "behind-the-scenes" activities.

**Class Rules.** Our major project this past year has been a review of the Class Rules and other guidelines. We have taken a fresh look at everything in our Bylaws and Constitution with the goals of 1) making sure that they are reflecting current practices, 2) updating them based on suggestions we've received, and 3) making them clearer to all who need to consult them. Thanks to the Amendments Committee, chaired by Dan Goldberg (Executive Committee member), for taking the helm. The revisions have been discussed extensively and approved by the Executive Committee. They are now out for a vote by the Board of Governors for approval. The changes to the Constitution will be voted upon by fleet vote at the Annual meeting held during the North American Championship in June.

**Racing Guidelines.** We have formed a subcommittee, chaired by Jim Colegrove (Midwest District Governor), which is reviewing our racing guidelines regarding the maximum and minimum wind conditions, the sea conditions, the air and water temperatures, and the rescue boat capacity at our national regattas. While our current guidelines may be perfectly appropriate, they can be interpreted differently by different PROs. We are taking a fresh look at the guidelines and how best to communicate them to host clubs and race officers.

**Championships Format.** We also have a subcommittee reviewing the format of our North American and Midwinter Championships, chaired by John Domagala (Past President). Each time we host a national event, FSSA surveys the event's racers and asks for suggestions. It appears that, over the years, there is a 50/50 split among those who actively race. Approximately half like the current format and the other half might like an alternative format. After we receive a recommendation from our

The Executive Committee has been hard at work listening to members and working on "behind-the-scenes" activities.

subcommittee, we will decide whether we stay with the current format, change the format, or alternate the format.

**Junior Regatta.** We have another subcommittee looking into the feasibility of developing a stand-alone Junior Regatta, chaired by Brian Hayes (North Sails) and John Cooke (Cedar Point Yacht Club).

**Membership Database.** Membership is important to FSSA, and we are making great progress on the project to consolidate membership records from two databases to one, led by Diane Kampf (FSSA Webmaster). This will enable us to more easily check our membership information and better serve Fleet Captains, District Governors and regatta chairs.

**US Sailing One Design Survey.** FSSA participated in the US Sailing One-Design survey on behalf of our Class. Later in this issue on page 9, you will see how FSSA compares to other one-design classes based on the results of the survey, including comments from Jim Crabtree, an FSSA member who serves on this US Sailing committee.

**Budget.** Lastly, your Executive Committee continues to review and scrub the budget diligently. We couldn't operate this organization on the budget we have without all the volunteers who devote many hours to FSSA. Thank you!

**Improvements and Member Input.** I am grateful that FSSA is not a "set it and forget it" organization. Everything that we do needs to be reviewed periodically to make sure that we are meeting the wishes of our members. All of the initiatives I've identified are a result of member input. As always, if you have comments or suggestions, we would love to hear from you. My contact information is on the FSSA website. I wish you smooth sailing for 2023! ▲



### THE FSSA CLASS FLAG

The FSSA 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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**-Gordon S Douglass**

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# Waveland 2023

By Judy Reeves, Midwinters Race Chair, Fleet 98, Gulf District



The members of Bay Waveland Yacht Club welcome participants, competitors, and guests, for the FSSA Midwinters 2023 scheduled for March 11-16, 2023. BWYC is in Bay St Louis, MS, a small town on the western end of the Mississippi coast of the Gulf of Mexico. Our club is actually on St Louis Bay, a body of water approximately 2 miles wide by 4 miles long off the part of the Gulf called the Mississippi Sound. We are significantly sheltered from Gulf wave action but not blocked from the southeasterly sea breeze. When the wind blows from the north, we have the 4 mile length of the Bay to escape the friction of the land. There is very little boat traffic, especially in March during the week!

The usual temperatures in March are between 51 and 68 with 9 days of rain for the month. Cooler spells move through quickly with the temperature rising dramatically in the sunshine. Those temperatures were posted online, and they sound cooler

## REGATTA SCHEDULE

Date	Event	Time	Location
<b>Saturday March 11</b>	Registration	0900 - 1700	Clubhouse
	Measurement	0900 - 1700	Parking lot/ Clubhouse foyer upstairs
<b>Sunday March 12</b>	Registration	0900-1700	Clubhouse
	Measurement	0900-1700	Parking lot/ Upper level
	Competitor's Meeting & Welcome Dinner	1800	Clubhouse
<b>Monday – Wednesday March 13-15</b>	Morning Briefing	0930	Clubhouse
	Lunch Bar	1000-1130	Clubhouse
	First Warning Signal	1200	
	Debrief, snacks and beer after racing	1630	Clubhouse
<b>Monday March 13</b>	Commodore's Dinner Party	1800	Clubhouse
<b>Tuesday March 14</b>	Free night; dinner not available at the club		
<b>Wednesday March 15</b>	Free night; can make dinner reservation at the club		Clubhouse
<b>Thursday March 16</b>	First Warning Signal	1100	
	No Warning Signal After	1300 or 1500	See Section 5.3
	Debrief, snacks and beer after racing		Clubhouse
	Awards	After racing	Clubhouse

than I recall for March which is vegetable planting month around here.

Regatta specifics will be posted on the BWYC and FSSA websites, [bwyc.org](http://bwyc.org) and [fssa.com](http://fssa.com) respectively, and registration is

through Regatta Network via <https://www.regattanetwork.com/event/25614>. If you have questions, you may call Judy Reeves, Regatta Chair for this event.

Ya'll come on down! 🏆



# Atlanta Fleet 211's "Dunkin' Derby" (Hot competition of a different color!)

By Nancy Molitor, FS #6149, Fleet 211, Atlanta Yacht Club (AYC), Dixie Lakes District



Three's Company Rotating Co-Captains, Greg Kibler, Rita Fullick, & Kathy Bronaugh.

**I**t is all about participation! What in the world can any one-design dinghy fleet do to encourage boat turnout that hasn't already been done, tried, proposed, cussed and discussed, or imagined a gazillion times over? Read on for one tactic from Flying Scot Fleet 211 that has generated a boatload of fun in the process!

That "New Kid on the Dock" that we

bragged about when FS Fleet 211 was just launched at Atlanta Yacht Club two years ago, is still going and growing as we head into our third season. Unlike the other one-design fleets at AYC which are populated by mostly race-oriented sailors, our Scot fleet is an eclectic mix — of experienced racers who have crossed over from other boats, new sailors fresh out of our Adult Learn-to-Sail class, people with previous sail-

ing history for whom the Flying Scot is a good fit for re-entering our wonderful world on the water, and a few who aren't interested in racing at all but just want to day sail. A little bit of everything! While the races at AYC are scheduled only on the weekends, many of our Scot sailors find their way to the lake on weekdays as well — whenever time permits, and the wind is inviting. The whole story

*Continued On Next Page*

definitely would not be told if we tallied our participation success strictly based on who, and how many, came out for the Saturday/Sunday races.

Rather than trying to cram this square peg into a round hole, our fleet has realized that instead of focusing only on competition and race results, we should be encouraging ALL of our sailors for getting their Scots out on the water any or all the time and for whatever purpose “floats their boats.” What came out of this collective epiphany? Fleet 211’s one and only “Trailer Dunkin’ Derby.” Read on!

The rules are simple. If getting boats out of the parking lot and into the water is the goal, then we need to keep track of how often each boat gets launched, for whatever reason. So, our high-tech, sophisticated scoring system consists of little colored dot stickers which are applied to the front of the trailer after each “dunk” off the ramp and into the water for a sail of any kind, with no restrictions other than one dot per launch — honor system prevails.

And why do we care? Well, who *wouldn't* covet this end-of-season perpetual trophy, created for the winning boat? A teeny-tiny trailer (empty — remember? the boat's in the water, that's the point!) hitched to a teeny-tiny Jeep, mounted on a wood display board with this inscription:

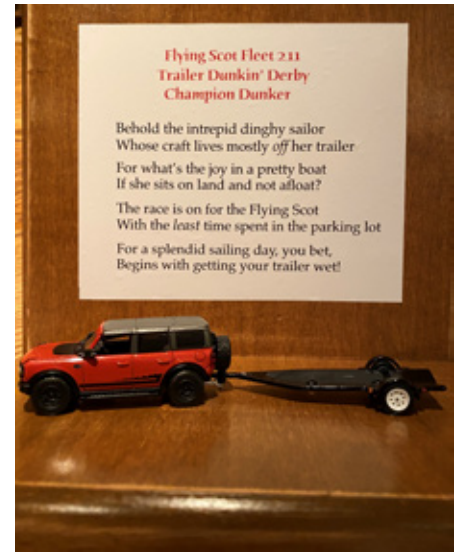
**Flying Scot Fleet 211  
Trailer Dunkin' Derby  
Champion Dunker**

Behold the intrepid dinghy sailor  
Whose craft lives mostly *off* her trailer  
trailer

For what's the joy in a pretty boat  
That sits on land and not afloat?

The race is on for the Flying Scot  
With the *least* time spent in the parking lot

For a splendid sailing day,  
you bet,  
Begins with getting your trailer wet! 🚤



Left: Sticker counting; above: Eat your hearts out also-rans!



Runner up Art Moltitor presents trophy & Kupper Keepers to Greg Kibler.



# US Sailing One Design Survey: Flying Scot Class Findings

By Jim Crabtree, FS #6259, US Sailing One Design Committee

The One Design Committee of US Sailing undertook a survey of One Design classes and individual sailors to develop a baseline for studying trends in participation. It is hoped that the results of the survey will assist the One Design classes as well as the sailors and organizations supporting sailing to grow participation in our sport. The surveys will be administered biennially to track trends and map paths to growth.

After working through the many data points, be assured that the FS Class is doing well. The FS Class is in the top 5 highest one design classes ranking of total memberships. While the FS Class reported a decline in class memberships as 9 others also reported (18%), 34% of the classes indicated no change, while 48% indicated growth.

The FS Class is in the upper third of total boats built and ranked 4th in the boats built in the past 24 months. The Class is also ranked 4th in the number of used boats exchanged over the past two years. Our Class shared the 50% range in stating that demand was higher than supply for used boats.

The Flying Scot Class is among 64% reporting that participation at the NA's / Nationals has been stable over the past two years (note that this was during the pandemic).

Age Profile is a challenge throughout most classes as it is heavily weighted to the older ages. The good news is that the 18 year to 54 years age bracket saw the most growth overall. Our class indicated that the Seniors ranked first in growth.

The surveys of the One Design classes

The screenshot shows a news article on the US Sailing website. The article is titled "US SAILING RELEASES 2022 ONE DESIGN SURVEY" and is dated October 12, 2022. The article text includes a quote from Chris Snow, head of the One Design Committee, stating: "Our aim is to help the individuals, classes and fleets that make up the fabric of our sport thrive and prosper." The article also mentions that the survey was first launched in 2020 and aims to address three key areas identified by sailors: organizing and coordinating content, fostering communication, and implementing data tracking.

and individual sailors has established excellent baseline data for the sport of sailing. A detailed presentation of the data will be presented at the Leadership

Forum (February 2 – 4) in St Petersburg, Florida. A link to the presentation will be available on the US Sailing website ([ussailing.org](http://ussailing.org)) after the presentation. 🏴‍☠️

## The Apparent Wind: A Preliminary Summary

- The FS Class is in the top 5 highest one design classes ranking of total memberships.
- The FS Class is in the upper third of total boats built and ranked 4th in the boats built in the past 24 months. The Class is also ranked 4th in the number of used boats exchanged over the past two years. Our Class shared the 50% range in stating that demand was higher than supply for used boats.
- The Flying Scot Class is among 64% reporting that participation at the NA's / Nationals has been stable over the past two years (note that this was during the pandemic).
- Our class indicated that the Seniors ranked first in growth.

# Ants Ate my Centerboard Case!

By Tim Mallette, FS #18, Fleet 196, New England District

The centerboard case is one of the reasons Scots are so durable. Unlike many craft, the hull integrity does not need to be breached to repair the case. It appears to be placed inside the hull prior to removing from the mold. Let me start by saying you should not attempt this type of repair without considering your investment, factory repair options, and maybe even class measurement rules.

In my case (see what I did there), it was something I put off knowing that it needed to be done. Ants were another clue. I've never seen ants swim, so by deductive reasoning it was a safe bet they were finding nourishment from within the hull.

Last spring, I was focused on cosmetic reconditioning having botched a paint job with a new product a couple of years prior. The structural things could wait, or so I thought. My crew and I were out for a shake down sail in time for the Sandy Bay YC 4th of July Series. We bailed the boat after some heavy rain during the week. I thought it was a bit more than normal, but it was possible that the high winds had blown rain under the cover. Outside the harbor, over by Straitsmouth Light House, near the edge of Sandy Bay, it became clear that the seepage was more like a shallow concentrated flow. We could see bubbles and water particles with velocity streaming around the bolt that squeezes the wood mast step to the case. "It will swell-up and stop leaking in a few minutes." I said. My crew glanced toward the harbor perchance to judge time and distance. Meanwhile, I was doing mental calculations:  $Q=VA$ , the velocity is high but the area is really small... too bad we don't have a third crew



Fig. 1: The Workshop.

to help bail. Skippers need to have good judgement, I rounded-up and pointed the bow toward the harbor. It was possible to keep up with constant bailing, but I knew that we were off the racing circuit until the case was fixed. Leaving the boat on the mooring was no longer an option. I

hoisted the Scot onto the trailer and setup shop as shown in **Fig. 1** (above).

The next couple of weeks brought a heat wave with light air, so I was not missing much. Plus, from 5am – 7am it was cool and shady on the side of the house with my workshop setup. After work, it was





shady and cool from 6pm – 8pm. The remainder of this article is DIYish, but don't take my advice unless you are super desperate. I hardly ever know what I'm doing and most of what I said before is wrong.

First, I collected tools and materials: circular saw, chisels, a couple different types of Tonya Hardings to hit the chisels with, fiberglass, left over mahogany stair pieces from a project my wife didn't like the color of, a grinder, and some sandpaper. Use gloves and a respirator. Be safe so you stand a chance of making it to 90 or so. Also, exercise more or you might die someday.

The circular saw worked fine to make a perimeter cut. The guide offset the blade from the hull. I made an exploratory cut, but then ultimately, I decided to remove all the old mahogany on the starboard side from the slanted edge of the hollow part of the case, where the board goes up and down, to the end in the bow (slipped this run-on sentence by the editor). The ants had not reached the port side forward of the 45 degree taper where the case gets narrower. Btw, this work was done on hull number 18. You might not find mahogany core on newer hulls. The original construction was very good and the problem seemed to be that a prior owner used large screws to refasten the bronze keelson. I could see the tops of the screws once the rotten mahogany was removed. Water seeped in, dry rotted, ants made a home, and the rest is history.

I decided not to cut the top of the case for fear of deforming the hull. It would be easier to build the entire front part of the case outside the boat and replace it as a unit. Building temporary bulkheads to reinforce the hull to deck support might be the way to go should you opt for the complete cut-out approach method. Maybe next time! I shaped the jigsaw pieces shown in the photos with a spokeshave, wood rasp, and plane. The pieces fit together well for a tight laminate. I added a base layer of fiberglass cloth to seal the bottom and aft part of the cut prior to fitting four pieces of  $\frac{3}{4}$ " mahogany aft and one piece forward as needed. Check out the photos and give me a call if you

*Continued On Next Page*



have additional questions.

*AhooAa* was noticeably stiffer under sail in August, September, and October before the end of the season in New England. The boat was dry. We won a few local races and I'm looking forward to the 2023 season with the same crew. I trailered up to Lake Umbagog for a blustery week of day sailing after Labor Day. We are planning to return this year.

Lessons learned with this repair include 1.) the case is constructed in such a manner that lends itself to DIY repair in less than 40 hours. 2.) Don't use long or fat screws on the bottom of the Scot hull. 3.) Light air days have their charms for repairing boats.

The Scot centerboard case is a structural component of the Scot that can be repaired rather than entirely replaced. Don't give up on those old boats! Scots new and old remain testaments to high quality construction with fiberglass and balsa core. ▲

*See additional photos next page.*







Mahogany core.



Port side.



Screw holes.

# On Centerboard Details

By Tim Mallette, FS #18, Fleet 196, New England District

From time to time, I am asked about the centerboard shape and dimensions. Prior to purchasing a new board two years ago, I had the same questions. One should refer to the official class plans and the measurement committee documents. Nothing included with the additional details shown or discussed here is official, or in my opinion conflicts with the class or builder information available elsewhere.

One common question is: What are the radius dimensions for the bottom corner of the board? The board I received from the newer mold has a  $2\frac{7}{8}$ " radius at the bottom of the leading edge, and a  $2\frac{1}{2}$ " aft radius. I measured  $11\frac{3}{8}$ " between the center of the circles as shown in the photo.

Another question is: How wide is the board supposed to be in the fore and aft direction? The new board measures  $17\frac{1}{2}$ " at the top and  $15\frac{5}{8}$ " at the bottom. The forward edge is approximately parallel with the aft edge for the entire length.

I believe the centerboard comes out of the mold with the maximum thickness in the center. It tapers the same amount forward and aft. Meaning that it is not a true foil shape. It does not taper to a knife edge, but rather to a thickness ranging from just over  $\frac{1}{8}$ " at the bottom to approximately  $\frac{3}{16}$ " at the hull. The contour gage used for measuring at certain sanctioned regattas is used to check symmetry along the board.

Typically the questions are asked by newer owners or those who need to repair an older board. Most individuals are simply trying to make repairs to match the original dimensions.

Please verify dimensions with the



11+ three 8ths.



builder or maybe a newer boat in your fleet. I will say that a new board is stiffer than a board that has experienced years

of fatigue. It might be a good investment if you are trying to be competitive at the regional or national level where races are

typically decided by just a few seconds per mile. Old boards in good condition are fine too. 🚤



## Flying Scot Cruising Club Rendezvous in 2023

Check for more details: <https://fssa.com/upcoming-events>

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**March 16 – 19, Northshore Lake Ponchartrain, Louisiana**

Contact: [adele.dauphin@gmail.com](mailto:adele.dauphin@gmail.com)



**September 5 -15, Lake Umbagog, New Hampshire / Maine**

Contact Tim Mallette: [crestofthewave@outlook.com](mailto:crestofthewave@outlook.com)

# Owning an Atalanta

By Ellen Miller Coile, republished in esprit of reverse sheer craft everywhere

In 1958 Fairey Marine started building a new class boat ...the Atalanta. It is a 26 foot sloop designed by Uffa Fox based on the design for a rescue boat that was air dropped for downed air crews in WWII complete, legend has it, with a “How to Sail” instruction book.

“Atalanta” was the Greek goddess of speed, which is ironic because, like many woman it is comfortable to live with rather than admire from afar. The Atalanta, with her beamy proportions is built more for comfort than speed. However, she is a handsome and distinctive craft and attracts attention wherever she goes.

When my husband first read about the Atalanta he wanted to own one. He had one real stumbling block to boat ownership... me. I loved the whole idea of sailing but unfortunately I get seasick standing on the dock watching them get put the sails up. I was quite happy to have Russell go sailing as long as I didn't have to. Be he enjoyed it so much he wanted me to share his enthusiasm and I just couldn't.

So, he worked into Atalanta ownership gradually. First he bought 4 eight foot sailing dinghies at a bargain price. These he raced with friends during the winter season while attending Naval War College in Newport, R.I.

He then sold *Prudence*, *Patience*, *Pricilla* (all names rejected by me for our daughter) and the *Pious Pelican* (on the supposed Coile “coat of arms” bought by us one Christmas for Russell's Dad.) The next stop was to buy a 14 ft. Tech dinghy. Russell had learned to sail the wooden version while a student at M.I.T. in the 30's. This became “*Patience II*”.

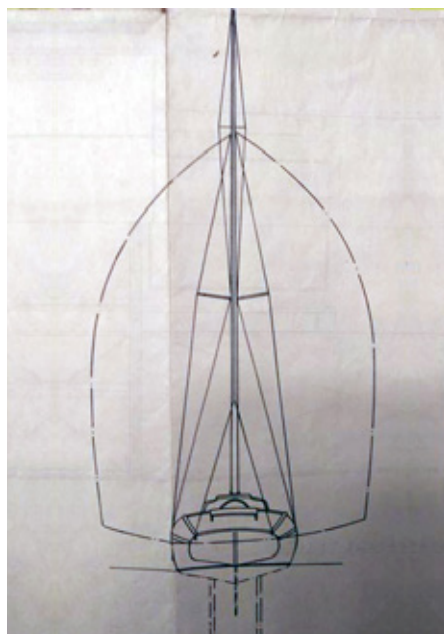
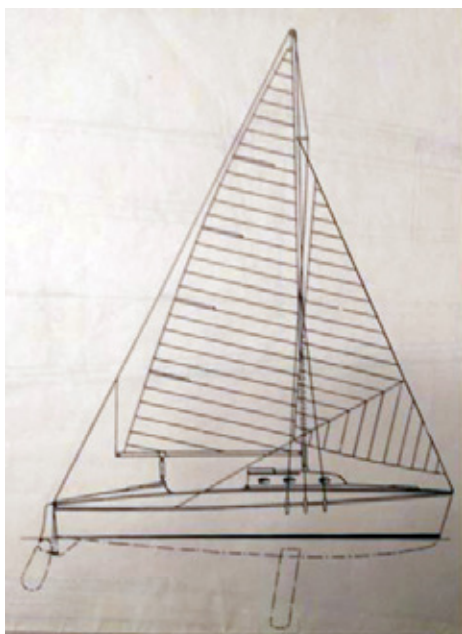
The next stop was “*Patience III*”. A twenty-one and a half foot English boat, a Trotter, sleeping 4. This had to be sold when we were sent to Italy but from there we went to the land of the Atalanta... England.

When the Atalantas were being built an Owner's Association formed and Russell got in touch with them. Through the Association he heard of an owner who lived about five miles from us an he invited Russell to share his boat for a share of the running expenses. Russell finally realized a 15 year dream the next year and Atalanta No. A-101 became *Patience IV*.

The Atalanta was constructed with a hot molded process of four laminations of mahogany held together with a special







glue. Fairey Marine stopped making them 17 years ago (1968) only because fiberglass was coming in and wood for boats was losing favor. However, like many other natural substances, (wool, cotton, etc.) wood is making a comeback.

All of this would be rather less than startling if it were not for the Owners' Association and the degree of loyalty the Atalanta generates among owners. 186 were built and the whereabouts of 158 are known. Of this number 30 came to the U.S. and the whereabouts of 14 of them is known.

Every year in January on the Wednesday of the London Boat Show week they hold the Annual General Meeting and Dinner of the Atalanta Owners' Association. We returned from 3 years in England, Russell started the American Branch of the Atalanta Owners' Association. We changed the dinner from Wednesday to the following Saturday this year so that more people would come, but the weather wasn't kind so the contingents from Boston, New York, Connecticut couldn't make it. We did have people from Long Island, New York, Norfolk, Virginia, Chesapeake Beach, Maryland and Cambridge, England.

The last mentioned shows the mettle of the class because Rod White sailed *Sherpa* (No. A-146) in the Transatlantic Single Handed Race in 1976 and flew up from Key West, Florida for the dinner.

In fact the story of *Sherpa* very nicely illustrates the points I am trying to make both about the Atalanta and the owners.

*Sherpa's* previous owner, Bill Perkes went to the "gaffer" at Fairey Marine and asked him if he thought *Sherpa* was capable of going in the "Round Britain Race". The gaffer said "Sure." When Bill got back and told him he'd done it he said something like "Bloody hell, I didn't think you were serious!"

During the Round Britain Race Bill was in port in the north of Scotland on one of the compulsory stopovers when a fishing trawler going too fast rocked *Sherpa* and she broke her mast rolling against another boat. Russell read about it in the Daily Telegraph newspaper and called the Association secretary to offer his mast so Bill could finish the race. He was given Bill's home number and was told by Bill's wife he was the third to offer their mast. In the event a temporary patch was made and *Sherpa* finished the race.

So when Rod White was looking for a boat to sail single-handed across the Atlantic he bought *Sherpa*. He lost his rudder 5 days out of England but continued for the next 56 days using the self-steering only.

The Atalanta Owners on the East Coast of North America have taken care of Rod and helped him during his stay here with no more introduction of credentials than that he owns an Atalanta.

When we go to England on visits, the Secretary arranges for Russell to go sailing and there is a standing invitation for all owners to visit us when they come to this side of the pond. I don't believe ownership of another class boat produces such comradery and esprit.

And the nice thing is "once an Atalanta owner, always an Atalanta owner." This was originally for those who reached an age where they had to stop sailing, but now it applies to any aficionados who have to sell for whatever reason.

Our little American Branch had two rallies this past summer, 4th of July and Labor Day which we hope were the "first annual". We thought it was a big joke when we had our "first annual dinner" but we have now had our fourth annual dinner.

*Patience* is an ideal boat for the Chesapeake because her twin keels are retractable and then she draws 18 inches. My son, Jonathan, was sailing her and anchored in a couple feet of water when a boat about their size approached to share the anchorage. Jonathan waved the other boat off but I guess the other crew thought he was being selfish... until they hit bottom in 4 feet half a mile from *Patience*.

I don't know how it is to sail an Atalanta. We took *Patience* on the Grand Union canal and River Thames in England and that was great fun. But I do know that as a non-sailing wife an Atalanta is an ideal boat to own. I have the fun of the Annual Dinner (which I give in our home) and the rallies in the summer. And the other boats in the class are owned by the nicest people it has ever been my pleasure to know.

If I had known an Atalanta came complete with an "extended family" of owners I might have encouraged Russell to by one much sooner! 🍀

#### **Note from the Editor:**

Readers may not be aware that Gordon K. "Sandy" Douglass, the *Flying Scot* designer, raced against Uffa Fox, the *Atalanta* designer, at the American Canoe Championship held on Sugar Island on the Saint Lawrence River (which later became the International Canoe Class). I believe both designers would be pleased with the mutual comradery evident in the respective class associations.

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joncook@barkaware.com

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**Best Offer**; Sandwich, MA;  
k2kraus@yahoo.com

**2847** – Douglass; 1976 **\$3,500.00**;  
Merrill, Asheville, NC;  
gmerrill3483@bellsouth.net

**2895** – Douglass; 1976 **Make Offer**;  
fs@arigoodman.com

**3146** – Customflex; 1978 **\$1,400.00**;  
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8540; LMM1@nyu.edu

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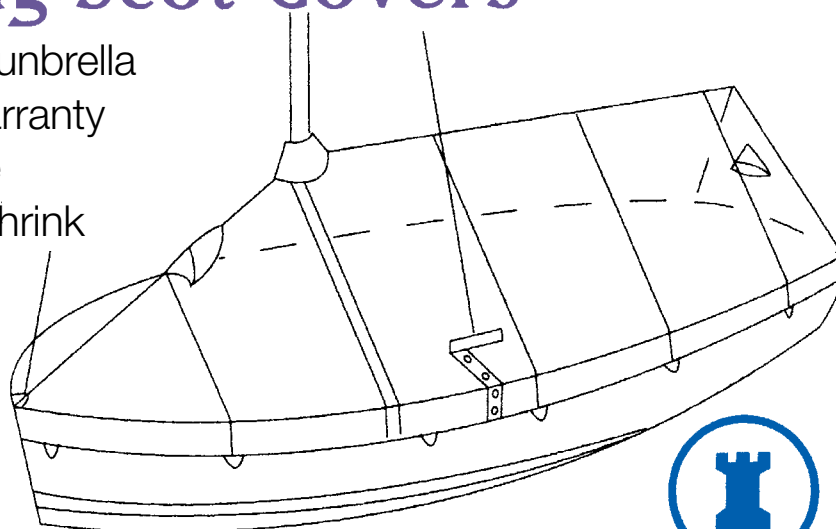
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## STARTING LINE Calendar Of Monthly Events

(VISIT FSSA.COM FOR A FULL CALENDAR OF UPCOMING EVENTS)

### Regatta: 2023 Midwinters at Bay Waveland Yacht Club, Bay St. Louis, Mississippi

Date: 03/11/2023 to 03/16/2023

District: Gulf

Info: judyjreeves@gmail.com

### Regatta: 2023 Southwest Districts - Lake Canyon Yacht Club, TX

Date: 03/25/2023 to 03/26/2023

District: Southwest

Info: wright\_bo@hotmail.com

### Regatta: 2022-2023 Florida District #6 - Mt. Dora

Date: 03/25/2023 to 03/26/2023

District: Florida

Info: regatta@mountdorayachtclub.com

### Regatta: 2023 Choo Choo Regatta

Date: 04/14/2023 to 04/16/2023

District: Dixie Lakes

### Regatta: 2022-2023 Florida District #7 - Space Coast, Indian River Yacht Club, Cocoa, FL

Date: 04/22/2023 to 04/23/2023

District: Florida

Info: Henry.picco@pacar.com

### Regatta: 2023 Great 48 at Lake Norman Yacht Club

Date: 05/05/2023 to 05/07/2023

District: Carolinas

Info: krink4@yahoo.com

### Regatta: 2023 Gritts 'n Haggis Regatta & Dixie Lakes Districts - Keowee Sailing Club, Seneca, SC

Date: 05/20/2023 to 05/21/2023

District: Dixie Lakes

Info: bgraves216@gmail.com

### Regatta: 2022-2023 Florida District # 8 - Upper Keys Sailing Club, Key Largo, FL

Date: 05/20/2023 to 05/21/2023

District: Florida

Info: Henry.picco@pacar.com

### Regatta: 2023 NAC, Lake Norman Yacht Club, Mooresville, NC

Date: 06/02/2023 to 06/08/2023

District: Carolinas

Info: Porter.timothym@gmail.com

### Regatta: 2023 Sail-Fest One Design Regatta - Kentucky Lake Sailing Club, KY

Date: 06/09/2023 to 06/11/2023 • District: Ohio

Info: Dougcotton63@gmail.com

### Regatta: 2023 Egyptian Cup Regatta & Midwest District Championship

Date: 06/16/2023 to 06/18/2023

District: Midwest

Info: ecsutton@charter.net

### Regatta: 2023 Douglas/Orr Regatta

Date: 06/17/2023 to 06/18/2023

District: Greater New York

### Regatta: 2023 Lowcountry Regatta, Beaufort, SC

Date: 06/23/2023 to 06/25/2023

District: Carolinas

Info: fponti@islc.net

### Regatta: Fleet 42 Summer Solstice Regatta

Date: 06/24/2023 to 06/25/2023

District: Capital

Info: antoniorrebelo@yahoo.com

### Regatta: 2023 Women's NAC at Westhampton Yacht Squadron, Remensburg, NY

Date: 07/14/2023 to 07/16/2023

District: Greater New York

### Regatta: 2023 New England Districts

Date: 07/29/2023 • District: New England

*continued on back page*

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## STARTING LINE *Continued From Page 19*

### Regatta: 2023 NERD at Saratoga Lake Sailing Club, Balston Spa, NY

Date: 08/12/2023 to 08/13/2023 • District: New York Lakes  
Info: stephen.healey@gmail.com

### Regatta: 2023 Massapoag Yacht Club 74th Annual Regatta, Big Boats - Sharon, MA

Date: 08/25/2023 to 08/27/2023 • District: New England  
Info: dianekampf@gmail.com

### Regatta: 2023 Glow in the Dark Regatta at Clinton Lake

Date: 09/09/2023 to 09/10/2023 • District: Midwest  
Info: eric@ericbussell.com

### Regatta: 2023 ACC at Lavallette Yacht Club, Lavallette, NJ

Date: 09/23/2023 to 09/24/2023 • District: Greater New York  
Info: roy@crabnet.com

### Regatta: 2023 Scot-A-Hoochee Regatta at Lake Lanier, GA and Clinic

Date: 09/23/2023 to 09/24/2023 • District: Dixie Lakes  
Info: fs3754@gmail.com

### Regatta: 2023 Wife Husband Championship, Birmingham Sailing Club, AL

Date: 09/29/2023 to 10/01/2023 • District: Gulf  
Info: wadesail@att.net

### Regatta: 2023 Cedar Point Fontelieu One Design Regatta

Date: 09/30/2023 to 10/01/2023  
District: Greater New York

Info: Regatta: 2023 Roger Punzi Invitational

Date: 10/07/2023 to 10/08/2023  
District: Greater New York



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