

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 68 | NUMBER 1 | 2024

**FROM CAPTAIN KIRK
TO CAPTAIN MORGAN**

**NEXTGEN SAILORS -
WAZ'UP?**

TEAM BEEF!

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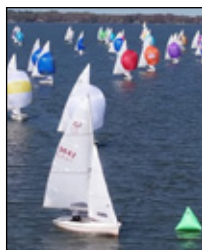
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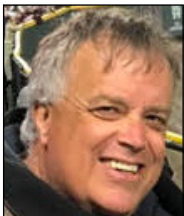
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Cover Photo: Ned and Will Jefferies having fun and showing good form at the 2017 NAC in Newport, RI

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Critical Energy and Mass for 2024

Jim Leggette, FS#1518, FSSA President



For many of you, excluding those in Florida, sailing season seems a long way off as winter is in full swing. Yet, in just a month the Midwinters at Lake Eustis in central Florida will hopefully be sunny and warmer for all! Be sure to make plans to see old friends, make new ones, and try out those new sails and gadgets for the boat.

The sailing season may seem like a distant dream, but your executive committee is focused on fulfilling goals in 2024. Achieving these goals will depend upon ideas and energy – especially yours!

First and foremost, we must increase our membership. While managing to sustain the FSSA as we know it, and maybe performing better than many of our one design peers, the goal is long term sustainability. Spearheading these efforts is 2nd Vice President Bruce Kitchen. Bruce set the ambitious but achievable goal of returning to at least 1,000 members. The rallying cry of this effort is “get to a thou.” No doubt Bruce will be reaching out to folks who have not renewed or are joining the FSSA for the first time.

Second, our business support systems need modernization to better serve members. Thanks to the tireless efforts of Diane Kampf and Courtney Waldrup consolidating data into one database is

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(see page 22 for our progress)

complete. Bravo Zulu to both and others for working through this tedious process. This key accomplishment created the foundation for state of the art account management which automates processes plus provides members the ability to manage their data and account. If that were not enough, the software developer for fssa.com is sunseting support. Migration to a new platform is required. Diane is once again leading this thankless, but critical effort.

Third, like all organizations, the FSSA endeavors to find the best means to communicate with members. Currently, we use email blasts, Zoom meetings, fssa.com, the Facebook group and our flagship print publication, *Scots n' Water*. While each of these vehicles has a place, the question becomes what the right mix is. Forcing the examination of this issue is the challenging economics for print publication large and small. Leading an effort to wrestle this question down, is Midwest Governor Jim Crabtree. Not only does Jim have experience with the Flying Scot class, but he also served as president, and he sits on the US Sailing One Design Committee. He continues to learn from peers who are grappling with similar issues.

Finally, it is time to look for 2025 venues. Yes, I know this is barely 2024, but such things have a long lead time. Our experiments with the long weekend format for Midwinters and no qualifying series for the North Americans are steered toward both increasing participation and making events more attractive to host. If your club/fleet would like to host one of our national events, please contact 1st Vice President Nina Cummings.

While our goals are ambitious, they are achievable with your critical ideas and energy. Winter ends soon and I look forward to seeing many of you at the Midwinters. Jim 🚤



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The Flying Scot Class Wind and Sailing Guidelines

By Eugene Vogel, FS#3076

Experts say that if there's a wind shift favoring one end of the starting line, by starting at the favored end there is a shorter distance to sail to the windward mark. That didn't seem plausible to me; a wind shift doesn't move the marks so how is the distance shorter? So I decided to draw it out and try to understand it. (Did I mention I'm a retired math teacher?) After drawing several examples with the wind at 90° and then with a significant wind shift, it was obvious that with a wind shift, when tacking to the windward mark, the favored tack is shortened more than the not-favored

tack is lengthened, thus the sailing distance is shorter from the favored end. The sketch below illustrates this phenomenon.

For our engineer-sailors, (I know you're out there), the advantage of the favored end can be quantified, based on how far down the line from the favored end a boat starts and the amount of wind shifts from 90°:

$$A = r[\cos(45^\circ - \theta) - \sin(45^\circ - \theta)]$$

Where:

A is the Advantage

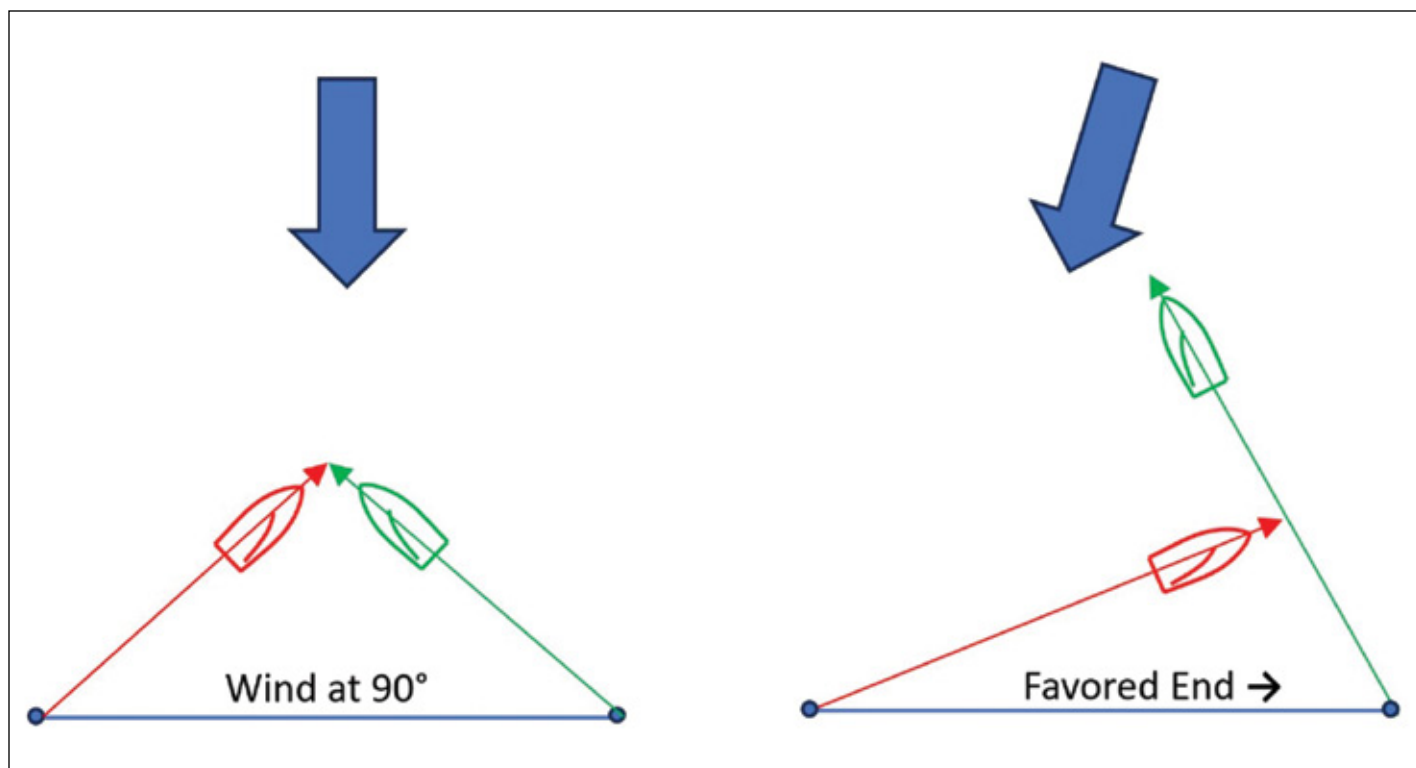
r is the distance down the line from the favored end

θ is the angle of wind shift (0° to ~45°)

(**Note:** If the wind shift is 45° or more, the point of sail to the windward mark is no longer close hauled and the equation is not valid).

For non-engineers, if the start line is 100 ft. (30 meters) long and the wind shift is 15°, starting at the wrong end of the line will cost you almost 2 boat lengths.

Which end is favored? Easy – the end the wind shifts towards. Wind shifts right (starboard, committee boat) the right end is favored; wind shifts toward the pin, the pin end is favored. ▲



From Captain Kirk to Captain Morgan, Reflections from a Novice Sailor

By Noor Hillmy, Clinton Lake Sailing Association (CLCA), Fleet #135

August 2023 marked 2 years from when I started my formal sailing journey by taking the Intro to Sailing class at CLSA. My interest in sailing sparked when I lived in Evanston many years ago. I spent so much time by Lake Michigan watching sailboats going up and down beating the waves and wind.

In 2014, I attended an open house at my alma mater, Northwestern University Sailing Club, and I took an introductory ride on a 420 sailboat. After that, my only other sailing experience was when I convinced a group of friends to charter a Peterson 34 out of Burnham Harbor with an experienced sailor, named Captain Kirk. Yes, his real name is Kirk! It was more of a ride than crewing on the boat that day. I mostly enjoyed my time out on the lake, and I had a lot of fun talking to Captain Kirk. I said to myself that I would love to learn how to sail some day! When I moved to the Champaign-Urbana in 2017, I found Clinton Lake Sailing Association simply by my quick research about what outdoor things to do around the area.

I've always prioritized other interests like camping, hiking, and mountain biking. However, I pinned sailing for later, thinking someday I'll make sailor friends that would organically get me into sailing. Unfortunately, years had gone by, and I did not have any sailors in my social circle. When I saw the CLSA Facebook ad for Adult Intro to Sailing class in the late summer of 2021, I went for it!

Northwestern University Sailing Club in 2014, photo by Noor Hillmy

I still remember that Saturday morning



Adult Intro to Sailing class,
August 2021, photo by Noor Hillmy

showing up to CLSA for rigging class. Rod Bussell, Eric Bussell, and Chris Tesdal were teaching the rigging class on one fine Flying Scot boat, Kentucky Lady. After learning entirely new terms and jargons, we were rewarded by a memorable experience on the water. I learned how to trim the jib sheet and watch the spinnaker flying beautifully. I came back for Flying Scot Wednesday the following week.

The welcoming spirit of all the new faces I met every week was impressive. I royally mixed up everyone's names at first, and I took my time embedding myself into the club programs. The sailors matching program on Wednesday was an opportunity to learn from different experi-

enced sailors and to connect with others. I learned how some people have been sailing all their lives yet are so humble in continuing to learn and teach others. Some are new to the sport, and they work hard to become exceptional sailors!

Closing to October 2021, Eric asked if I wanted to sail at the Glow in the Dark Regatta! My internal reaction was, "Wow, Eric has too much faith in this brand new sailor, aka me," so I declined. But I will volunteer and watch the race!" And so, I did.

Nervously, I learned all the things people do when they volunteer as a deckhand for the Race Committee and support boats

Continued On Next Page

Race Committee at Glow 2021, photo by Glow 2021.



Crewing at the Egyptian Cup - 2023 Midwest District Regatta.



Noor sporting Schurr sails at Glow in the Dark Regatta.



during a regatta. Watching the race got my heart pumping, especially seeing over 30 boats at the starting line! It's a thing of beauty to witness. I said to myself, keep sailing, and see where you'll be at Glow 2022.

Unfortunately, I experienced a bit of a setback in health soon after Glow 2021. I worried that I would no longer have good upper body strength after a bilateral mastectomy and removal of lymph nodes related to breast cancer that I have been battling off and on for over 10 years. When I came back to sailing in the summer of 2022, I informed fellow skippers that I might have issues trimming the lines and with my balance. They were fantastic and understanding. I continue having a lot of fun crewing!

Fast forward to Glow 2022, I partnered up to crew for Steven Hudson on his Surprise, 498. If I am not mistaken, Flying Scot Fleet 135 is one of the first fleets across the country to introduce the

Apprentice Division in a prestigious regatta such as Glow. The goal is to provide exposure for newer sailors to competitive racing without feeling too intimidated or pressured. The idea is to let experienced sailors know they shall provide extra grace with us – the new folks to regattas. We may break rules we are not aware of, or foul others unintentionally. However, those limitations should not be a barrier to welcome new sailors to break their first milestone.

I am forever thankful for the opportunity to race in fleets of competitive sailors. I applaud the spirit of inclusiveness in Fleet 135 and how it is managed and conducted. While I am still a bit intimidated, it does not take me away from the spirit to compete and have fun on the water, watching, and learning from each other. Volunteering on the race committee a few times taught me basic racing rules, starting sequence, rounding the mark, finishing line, etc. But really, all the details were conditioned

when I was in a boat, running the sequence and going through those laps. I finally get it; most of it, at least.

I continue learning by taking sailing classes offered at CLSA and Power Squadron. I spent last winter studying for the Illinois Boater Safety Card. Learning the basics alongside hours on the water sailing. In the summer of 2023, besides joining Captain Morgan distance race at CLSA, I crewed for another experienced sailor, Jim Jilek from Neenah, Wisconsin at the Egyptian Cup & Midwest District Regatta in Southern Illinois, Lake Carlyle.

I was covered with joy and excitement for the opportunity to crew away from my home club. I not only experienced great sailing, but it was magnificent to be surrounded by the positive energy from people I met there, pure joy! I also spent my summer attending a series of Intro to Sailing Small Boat classes taught

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by Gerry Christman and Erin Bauer. I had my first experience sailing the tiny but mighty Laser!

Of course, when Glow 2023 came along I was excited and prepared to race in the Challenger division this time - felt like I graduated a class and now a bit of a grown up! We raced well and then some! I experienced my first capsize at a regatta in the last leg of the fourth race. Surprisingly, it wasn't too bad of an experience at all! Knowing the drill how to upright the boat safely (thanks to my skipper, Steven and Eric's educational videos) is a huge plus. We were able to get back in the boat on our own and continue to finish the race, drenched! We received tremendous sup-

port from the Race Committee, and Fleet 135 Captain, Dan Leach and his crew at Glow, Bryce Davis, who observed our correction maneuver and offered advice.

Reflecting on my short time sailing and being a member of CLSA, it's very apparent to me how much we as a club, as fleet(s), really care about sailors' continuous development and at the same time celebrate the competitive spirit of the sport. Both can exist at the same time! My personal experience at CLSA reflects what I perceive as why this club exists through its programs and active membership. During my brief time on the board as publicity chair in 2023, I often looked at our website to continuously assess "are

we who we say we are?" in our digital presence. Three things always ring true to my experience: "Let us show you the lines," is what CLSA will always be to me, and "Boat ownership is not required to sail at CLSA!"

As I continue searching for a boat within my budget and skillset, it does not stop me from actively sailing. Most importantly, "Helping to make sailing affordable since 1978" is a huge one! Affordable to me is not simply the monetary element, it encompasses accessibility: time, commitment, opportunity, and the efforts at the club to push forward the sport as a leisure activity to many others out there. 🌊

Team Beef

By Timothy Porter, Fleet 48 Lake Norman, Carolinas District, FS#5064



Well, a few people suggested I do a quick write up about the Davis Island Regatta and I reluctantly agreed...it turned into a bit more of a write-up than I planned, enjoy! I had a new and somewhat unique experience, first, a little

background on myself. I am new to the Flying Scot class, having purchased my first Flying Scot two years ago. I crewed a handful of times for other people over the past decade and skippered a Scot a couple times before buying one. By no means do I consider myself an experienced Scot sailor. I am lucky enough to have a friend,

Steve Shaw, who is both a good sailor and has experience on a Scot. When my wife can't sail, he is the first person I ask to join me. We drove the Scot down from Lake Norman, NC on Friday morning with the goal of getting there early enough for the annual pizza party. We made great time

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The ritual boys.

and we arrived early enough to throw the mast up and chat with some of the locals before heading to the Linton's for pizza.

We woke up to a forecast of 15-20 knots. I had expectations that included being wet and hiking a lot. As most Scot sailors know, the boat is happier with a little less breeze than the amount for which the forecast was calling. While I am usually one of the last people to have my boat in the water, we got started early and were the first boat on the dock, which gave us the opportunity to chat with others. Steve and I were talking with one of our friends, Jeff Linton, and we found out that Amy (Jeff's wife and crew) wasn't going to be able to sail. It started as a little bit of a joke, but we suggested he just come with us. The idea grew on all of us and Jeff ended up coming out on Cherry-O. I can't imagine anyone who has been around Scots for any time doesn't know who Jeff is, but he is a bit of a celebrity in the sailing world (of course, he wouldn't say this). After a quick discussion, we decided Jeff would drive, Steve would do front, and I would do middle. I thought it prudent to position myself where I could observe both of them to maximize my learning opportunities.

Out on the water we hoisted the spinaker to make sure everything worked, and amazingly it went up smoothly. The boat was moving pretty well. After getting to the course, we sailed upwind for a bit

and observed our compass headings. We also got a line site and tried to determine which side was favored. There was much conversation about what to do with the cunningham. Jeff seemed to think it wasn't worth thinking about, but somehow Steve kept pulling it on the entire weekend. At some point prior to our start, we did a secret beer ritual (Busch in a bottle is the only beer this works with) to ensure that the boat and water treated us well. The ritual worked as our speed upwind was great and none of "Team Beef" really had to hike very hard. Downwind we held our own despite Steve deciding he had too much to do, with six hands onboard, and throwing the spin pole overboard on our first set. We sailed the rest of the day with no spin pole, which didn't really seem to hurt too bad as we ended the day with three firsts. Clear starts and really fast boat speed upwind was the trick to the day.

We were a little worried, expecting much lighter wind on Sunday. The breeze came up enough for all three of us to sit on the high side most of the day. We got a replacement spin pole and managed to keep it on the boat all day. In the first race of the day, we started just to windward of Dave Rink, without a big puff, and we couldn't hold our lane. We had to dig out a bit for a fifth place finish in that race. In the final race, we were in the hunt, but we trailed Michael and Jennifer Faugust for

most of the race. A good puff right at the end squeaked us by them within a couple boat lengths of the finish.

In the end what did I learn? I'm not sure whether I learned or re-learned these things, but I walked away with a few notes from sailing with Jeff and Steve.

- 1) When racing a boat always have a ritual to ask for divine help.
- 2) The value of the cunningham will continue to be debated and pondered for years to come.
- 3) The vang is really important. Controlling the forestay sag (or lack thereof) has a big impact on the power and point of the boat. The vang had a much bigger impact on this than I had thought. We all expect it to flatten the main, but we don't all think about the impact on the jib.
- 4) Have a clip on your topping lift that won't let the spin pole fall overboard.
- 5) Don't start to windward of Rink with two big guys on the boat (from Jeff).
- 6) It takes two guys to replace one Amy Linton (from Rink).

The most important thing of which I was reminded is it is a great thing to spend time on the water with two people you really like and it is a bonus if they are great sailors. ▲

NextGen Sailors – Waz’Up?

By James Crabtree, FS#6259, Midwest District Governor, Vice Chair US Sailing One Design

In 2022 S Sailing / One Design Committee conducted a survey of 2293 respondents to better understand and develop trends over time on one design sailing. One outcome was discovering less than 7% of those surveyed were under 24 years old.

We conducted a second survey in 2023 to better understand our younger sailors, the Next Generation Sailors. The targeted ages were 18 to 30. The “NextGen” survey had 29 questions and it was typically completed in less than 10 minutes. A total of 913 responses were captured. The survey was made available at youth events and online. Please note that the survey is biased towards youth who are actively racing as evidenced with over 91% indicating they currently race. Interestingly, the 2022 survey revealed that 95% of the respondents raced.

While we experienced greater diversity than the adult survey our respondents were 85% Caucasian and 60% male (80% in 2022). The 36% response from female sailors is a wonderful improvement over the 18% reported in 2022. The age most represented was 18 to 24 years (42%) with under 18 third place (24%). Note that those under 18 required parental permission.

Interesting histories were revealed with 54% reporting they participated in a high school sailing program, 55% participated in Collegiate sailing, 78% raced one design, 61% raced one design at the regional level and 51% at the national / international level. Over 80% indicated they race one design and 62% participate in recreational sailing, 31% in cruising

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The survey demonstrates the importance of nurturing our youth in the sport of sailing, especially our children and grandchildren. One Design classes that offer grant programs allow younger sailors access through leasing or ownership options. Lastly, it is substantiated that club owned boats available for “loan” are key to introducing and maintaining younger sailors’ involvement in the sport.

and 29% in handicapped racing. The 2022 survey indicated that 95% of the respondents raced.

Half the respondents said they were introduced to sailing by a family member (51% in 2022 and 50% for 2023) whereas 28% were introduced through a yacht club or sailing center, an increase over the 17% reported last year. Note that over 82% began sailing under the age of 14 regardless of gender or age bracket, a 12% increase from the 2022 survey.

The vast majority of the NextGen sailors indicated they crew as well as skipper depending on the opportunity. Those reported as skipper comprised 83% while 99% reported as crew, compared with 73% skippering and 24% crewing in the 2022 survey. The boats sailed are interesting. The top classes (in order) are the ILCA / Laser, Club 420, Lightning, J/70, CFJ, Snipe, E-Scow, J/24, J22, Melges 15, and Thistle.

When asked if their local sailing club / organization owns one design boats that are available for members to use, 65% indicated “yes” while 18% said “no”. The remaining were not sure or did not have a membership. Interestingly, only 49% used the available boats while 44% did not. However, 75% indicated the availability of the loaner boats offered greater sailing opportunities. When asked if they were likely to borrow a boat 66% responded they would. We then asked how likely they were to utilize a grant program to charter, lease, or purchase a one-design boat and 38% responded that they would while 71% said it was not likely. When asked how likely they were to purchase a one design sailboat in the next twelve months, 28% were likely and 71% were not.

Racing activity consisted of 71% respondents who aspire to compete on a local level, 65% at a regional level, and 60% at

a national level. These numbers indicate that NextGen sailors are nearly twice as likely to sail regional and national events.

Identified barriers to sailing were #1 too expensive, #2 not enough time, and #3 no local class activity which reflect similar responses from 2022. The three reasons NextGen sailors want to continue sailing is to improve their skills, for the competition, and just for fun. The responses from 2022 were competition, improve sailing

skills and for the social activities.

The survey demonstrates the importance of nurturing our youth in the sport of sailing, especially our children and grandchildren. One Design classes that offer grant programs allow younger sailors access through leasing or ownership options. Lastly, it is substantiated that club owned boats available for “loan” are key to introducing and maintaining younger sailors’ involvement in the sport. ▲

Outcomes:

1. NextGen sailors as well as seasoned sailors were introduced to sailing in their formative years (less than 14 years old). This demonstrates the importance of nurturing youth in the sport of sailing, especially our children and grandchildren.
2. Affordability is a factor as only 15% owned their own boat. Club owned boats that are available for “loan” are an important resource – 49% use club boats.
3. Approximately 75% of NextGen sailors report they would increase their sailing if boats were available.
4. The one design classes offering grant programs provide NextGen sailors access through leasing or ownership options. NextGen sailors desire to compete at the regional and national levels uplift the opportunity. Over 48% were likely to utilize a grant program.
5. The 2022 survey indicated one design sailors are an aging user group with 46% over 61 years old and 26% in the 45 to 60 year bracket. Keeping the NextGen sailors engaged is imperative for the sport.

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Flying Scot New England District Championship Regatta

May 25, 2024



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(How much fun can two people have??)

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The Best and the Worst of Times

By Tim Mallette, FS#18, New England District



The truth is you win more if you are living in the moment, if you practice, and if you are one with the boat. Your teammates besides the crew are the wind, waves, and current. Your unseen implements are strategy, tactics, and luck – which I wish you the very best of.

The Midwinters are kicking off in Florida to start the 2024 season. Registration needed to be capped off at 70 boats, setting a record for the class. Indeed, it is magnificent to see a surge of new and old Scots travelling to a nationally sanctioned regatta in such large numbers during the winter. There are many reasons, and many clubs and crews and individuals to thank for the increase. Mainly, I believe it is simply that sailors are having fun and they want more of the same for themselves and those who will follow.

There are those who have sailed Scots for decades and those who are new to the boat. Those who see the Scot as a stepping stone to another craft and those who will make a Scot part of estate planning when they are called aloft. The most interesting Scot sailors are those who have migrated from other classes. Yes, we'd all like to see more 20 or 30 somethings buying Scots. There are certainly enough boats out there to help it happen.

Contrast recreational sailing with the daily news and one might feel it is the best and worst of times all at once. We can't change history or predict the future, but I know you all bring your past to the present for the races. The best traits of people are often drawn out in Flying Scot regattas. The class, like so many other one designs, cultivates sportsmanship.

I recently had a movie date with my wife. We went to see *Boys in the Boat*, and it brought back memories of my skinny days in college. Endurance work outs in the early am (way too early as I recall) and conditioning in the afternoon. The team voted me in as captain, but the coach soon learned I'd best be seated near the bow. That way if I got out of time it'd only be me and one other lighter guy behind me who would be out of sync. Some said I was a good motivator. My reply

was usually that motivation comes from within. I might be able to learn-ya, but the motivation is on you. The real reason I was selected is probably the same reason my sister was elected to the same role at her school. We care about other people. Someone once said I must have had an oversized heart, but it wasn't because of caring. He was convinced that was how I was able to run faster and further than most. The reality is that I put in more miles and sprints than they did. I probably did push teammates harder than my sister did because I knew they could do better. Most didn't try as hard as me, and I always strove for just a little more. If I could than by deductive reasoning, so could they. We won races.

A bit more discipline and a little practice is all that really separates you from that crew that always seems to finish just a little ahead. You win and you see how and you build on that and you win again. Of course, luck and brains and experience plays a part too. Old boat vs. new boat? Well maybe a smidgen. The boat is usually not the problem for most one design sailors who don't win often. Too bad for me that one can't just paddle harder in a Scot! I could probably write a decent book on *How to Loose in One Designs*. Does that really bother me anymore? Well, not as much as the tax bill, or the lack of leadership in positions of real power. It certainly would have upset me when I had a great big future, now that it is a great big past, not so much. Ignore those who laugh at your misfortune. They have much to learn. Always give it your best. Be thankful to be among the successful and you will better yourself.

I have a friend who just retired and sold his legal practice after a successful career. He graduated from the naval academy many moons ago. It has always intrigued me how he seems to divide people into those who care about compe-

titution and those who really don't give a dam. Some of my best days on the water have been with friends who experienced a poor finish with me. We have also shared some minor victories on and off the water. Nothing feels better than last to first, just ask the Red Sox.

Hockey was another time and place. I loved the sound of skates slicing the ice, slap of the puck, mostly I enjoyed dishing out a good hip check or slamming a foe into the boards. Nothing left in the legs, lungs afire. Testosterone. I think it was Jack London who said "you haven't lived until you've loved your woman and punched your man." My teeth are a bit chipped, but not anything as unfortunate as my father's ivories. He lost all the front ones in a baseball game with a fling of the bat.

Both racing and the news can be like Ground Hog Day, in the same way that humanity proves the truth of Ecclesiastes words (nothing new under the sun), or maybe lyrics from a poignant song:

"The world may be ending, but I'm still planting seeds. Urging on the flowers, struggling with the weeds. Neck deep in disaster. I still love this place."

– Greg Brown, American Song Writer

The truth is you win more if you are living in the moment, if you practice, and if you are one with the boat. Your teammates besides the crew are the wind, waves, and current. Your unseen implements are strategy, tactics, and luck – which I wish you the very best of.

Thanks to Lake Eustis Sailing Club for kicking off 2024. Some of the very best of times are had at regattas with large fleets of one designs. You'll always have friends and family onboard, and frienemies to measure yourself against. Make it a terrific regatta year for all in 2024. Look for something you like in others you meet along the way. 🌊

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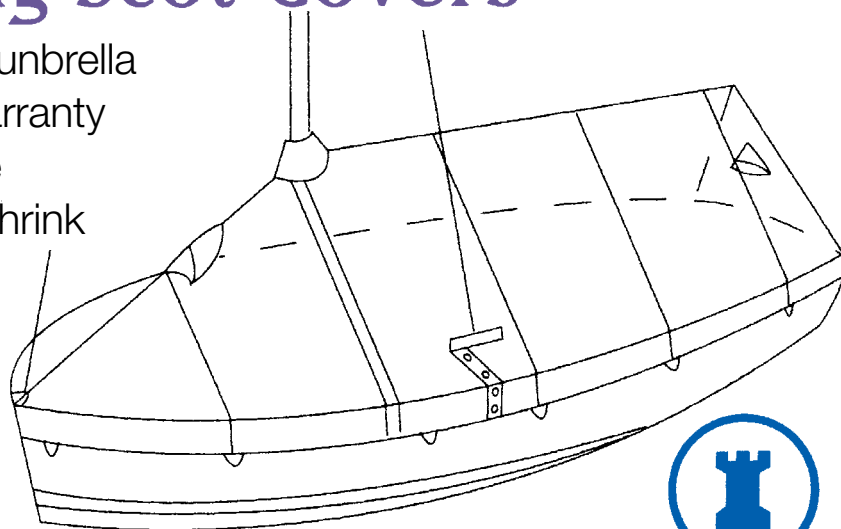
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Photos courtesy of Cedar Point Yacht Club.



2024 Choo Choo Regatta, Privateer Yacht Club, TN



Date:

Saturday, April 20, 2024 to
Sunday, April 21, 2024

Event Host Site:

Privateer Yacht Club, Tennessee

The Choo Choo regatta planning for 2024 is in the works.

Check www.fssa.com for updates!

Email:

Orendagregory@gmail.com

Location:

Privateer Yacht Club
4713 Privateer Road
Hickson, TN, 37343

NEW MEMBERS

Dixie Lakes District

Fleet # 211

David Kelley
Marietta, GA
kmwadv@mindspring.com
770-509-1430

Fleet # 211

Bryce Dryden
Kennesaw, GA
BryceDryden@yahoo.com
678-977-9777

Greater New York District

Boat # 3775 / Fleet # 202

Jim Irwin
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hjumpirwin@gmail.com
908-313-2073

New York Lakes District

Mark Powell
Oswego NY
Powellm@frontiernet.net
315-480-3801

Ohio District

Richard Reynolds
Pittsburgh PA
rcreynolds79@comcast.net

Southwest District

Boat # 3970 / Fleet # 23

Thomas & Molly Evans
Dallas, Texas
taerow@gmail.com
803-640-7406

Greet Our New Members!

Feel free to call or email one of
our new members and make them
feel welcome!



Who knows, you may make a new friend,
or have someone to meet at a regatta you
never attended before...



MEMBER METER

In each upcoming issue **"The Member Meter"** will track 2nd Vice President Bruce Kitchen's ambitious but achievable goal of returning the membership to at least 1,000 members. The rallying cry of this effort is "get to a thou." The current membership total is 469 as of this issue. Stay tuned!

→ Which district will increase membership the most? Find out in the next issue? ←

STARTING LINE Calendar Of Monthly Events

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

Regatta:
2024 Midwinters and GWBR at Lake Eustis, FL
Date: 02/16/2024 to 02/18/2024
District: Florida
Info: Raylaguna5@gmail.com

Regatta:
2023-2024 Florida District 5 and MW at Lake Eustis
Date: 02/16/2024 to 02/18/2024
District: Florida
Info: Raylaguna5@gmail.com

Regatta:
2023-2024 Florida District 6, Space Coast, Indian River Yacht Club, Cocoa, FL
Date: 03/23/2024 to 03/24/2024
District: Florida
Info: Henry.picco@paccar.com

Regatta:
2024 Choo Choo Regatta, Privateer Yacht Club, TN
Date: 04/20/2024 to 04/21/2024
District: Info: Orendagregory@gmail.com

Regatta:
Great 48 at Lake Norman Yacht Club
Date: 05/03/2024 to 05/05/2024
District: Carolinas
Info: krink4@yahoo.com

Regatta:
Buckeye Regatta
 Columbus Ohio
Date: 05/18/2024 to 05/19/2024
District: Ohio
Info: srendina@gmail.com

Regatta:
2023-2024 Florida District 8, Upper Keys Sailing Club, Key Largo
Date: 05/18/2024 to 05/19/2024
District: Florida

Regatta:
2024 Egyptian Cup Regatta, Carlyle Lake, Illinois
Date: 06/14/2024 to 06/16/2024
District: Midwest
Info: ecsutton@charter.net

Regatta:
Michigan-Ontario District
Date: 06/15/2024 to 06/16/2024
District: Michigan - Ontario

Regatta:
2024 NAC at Cedar Point Yacht Club, Westport, CT
Date: 06/23/2024 to 06/27/2024
District: Greater New York

Regatta: **2024 NERD and 75th Annual Massapoag Regatta, Sharon, MA**
Date: 08/16/2024 to 08/18/2024
District: New England
Info: dianekampf@charter.net

Regatta:
Crystal Ball Regatta
Date: 08/17/2024
District: Michigan - Ontario
Info: Lastsm7@gmail.com

Regatta:
2024 Decatur Regatta (Illinois)
Date: 09/07/2024 to 09/08/2024
District: Midwest

Regatta:
2024 Match Racing Regatta at Lake Decatur
Date: 09/09/2024 to 10/12/2024
District: Midwest
Info: eric@ericbussell.com

Regatta:
2024 17th Annual Glow II Regatta at Clinton Lake
Date: 09/14/2024 to 09/15/2024
District: Midwest

Regatta: **2024 Scot-A-Hootchee Regatta at Lake Lanier Georgia**
Date: 09/21/2024 to 09/22/2024
District: Dixie Lakes
Info: fs3754@gmail.com

Regatta:
2024 Wife Husband Championship, Atlanta Yacht Club
Date: 09/27/2024 to 09/29/2024
District: Dixie Lakes
Info: artmolitor@yahoo.com

Regatta:
2024 Roger Punzi Memorial Regatta
Date: 09/27/2024 to 09/29/2024
District: Greater New York

Regatta:
2024 Kentucky Bourbon Regatta (Sail-Fest)
Date: 10/04/2024 to 10/06/2024
District: Ohio
Info: Dougcotton63@gmail.com

Regatta:
Fall 48 at Lake Norman Yacht Club
Date: 11/01/2024 to 11/03/2024
District: Carolinas
Info: krink4@yahoo.com



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Vacant

NY LAKES DISTRICT

Vacant

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