

# SCOTS n' WATER

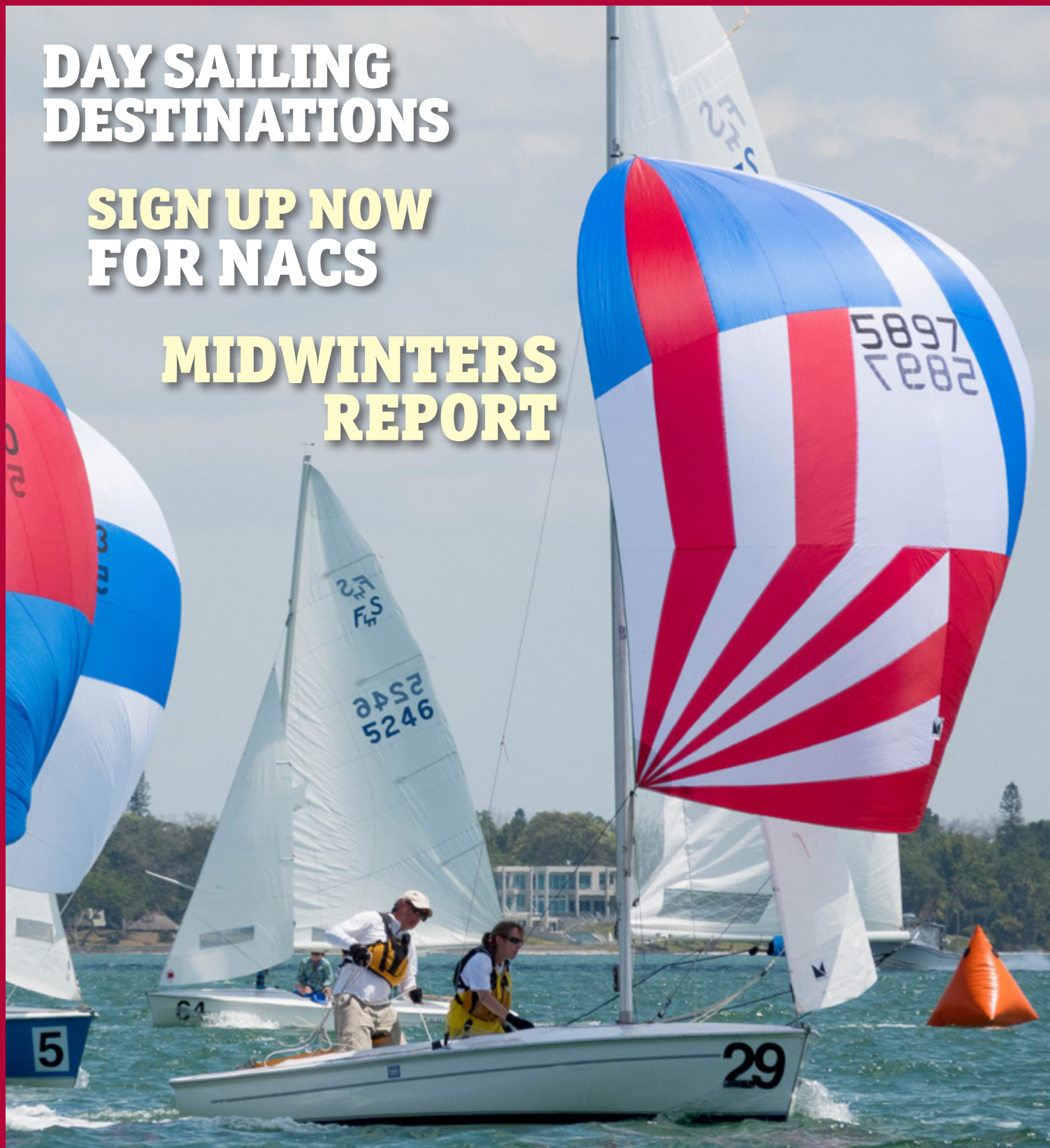
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**Attention Web Surfers / E-mail Users:** The FSSA Flying Scot website has the latest information. Visit it at <http://www.fssa.com> with your favorite browser.

The email address for regatta notices and regatta results to be published in *Scots n' Water* is [info@fssa.com](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:** Mark and Maria Benner head downwind in the  
Sarasota Midwinters held in March. *Photo: Molly Johnston*

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## Gear Up for More Wind-Powered Fun

Bill Vogler, FS#6140



Dear Class Members,

My message at this point in the year is seasonal, as we anticipate the start of the sailing season for much of the Flying Scot nation. It is mid-April and sailing clubs are preparing to open for another year of wind-powered fun and excitement. For those in the southern climes, you may be well under way in sailing activity. For example, I just got back from sailing in the FSSA Midwinter Championships (March 25-29) at the Sarasota Sailing Squadron (SSS) in Sarasota, FL, where 60 Scots raced over a four-day period in perfect 80-degree weather. Can't wait to go back next year already!

Some things to look forward to are several nationally sanctioned races planned for this 2018 season. These include the North American Championships (NAC) in Heath (Dallas area), TX, at Rush Creek Yacht Club June 9-14; the Women's NAC at Privateer YC in Chattanooga, TN, September 15-16; the Atlantic Coast Championship at the Blackbeard Sailing Club near New Bern, NC, September 22-23; and the Wife-Husband Championship regatta at Jackson YC in Jackson, MS, October 27-28.

I counted at least 45 other Scot regattas on the FSSA web page Upcoming Events section coming up this season. Having attended many of them, I can honestly say that due to the significant "social" element to the regatta, even non-racers would enjoy participating in some aspect of each of these events. If you don't wish to race, it can be great fun to help out

with the regatta activities which include entertainment, food management, and race committee help (e.g., safety/mark set/ and spectator boats), etc. Regattas are almost always a big party!

Held September 15 and 16 in Chattanooga, TN, the Women's Championship regatta will be the first dedicated two-day regatta outside of the make-up women's championship this past September in Dallas, TX. That event was such a rousing success in terms of focus, excitement, and racing fun that it prompted the organization of a stand-alone event. Here's hoping that we get a strong turnout in support of what we want to be an ongoing tradition. Please attend and make this effort a successful one!

Just a quick word on membership, which has hovered around 1,000 for the last several years. Occasionally, I hear that this is a stagnant number and that our class needs newer members and fresh blood so to speak. Having been to various national regattas since 1992, it occurred to me that if you look at the results over the years, there has been a whole new cadre of racers even in the last decade. When we asked a large group at the recent Midwinters Championships in Sarasota, FL, last month, "how many of you are attending your first Midwinters?" almost half the audience (out of 120 sailors?) raised their hands. My point is that I think the Flying Scot class is even more vibrant and dynamic than people realize, with new attendees showing up all of the time. Yes, there may be turnover

and membership roll call retention issues among boat owners who don't wish to pay dues but I believe ours is a more healthy class than some may think!

One other comment I need to make regarding our *Scots n' Water* magazine is that FSSA will now move to four issues. This reflects the growing shift our culture is making towards electronic news/information. Given that we have two other electronic media outlets which are immediate (FSSA website and FSSA Facebook), we don't need to have as many volumes each year to get our news out. This will be a dynamic and ever changing process in the years to come as we determine which outlet(s) is(are) most effective at disseminating FSSA news without being too redundant.

Finally, I would be remiss at this point not to acknowledge the passing in the last few months of some of our most beloved Scot family members. While there may be others I'm not aware of please give remembrance to Irmgard Schildroth, who worked for Flying Scot in the early years (and who we profiled last year in the magazine); veteran Scot racer, Ohio District Governor, and friend Tom Hohler; and staunch FSSA class member from the Carlyle Sailing Association and all around fine gentleman Greg Vitt. All will be missed for their unique contributions and presence on the Flying Scot scene!

Thanks everyone for your continued support and membership of the Flying Scot class and here's looking forward to a healthy and happy season of sailing! 🍀

# Championship of Champions Originated with Flying Scots

Debbie Peterson Cycotte, FS #4603, Class Historian, Capital District

**U.S. Yacht Racing Union**

## First Championship of Champions Series Sailed



Presenting the 1976 United States Champion One-Design Sailor trophy are (l to r) Pensacola Yacht Club Commodore Brad Southerland, FSSA Commodore Lewis Pollak, Sr., Clark Thompson, Jr., winning skipper and crew members Lawrence Daniel and Doug Johnson, with Pensacola Sports Asso. Executive Director Gerald Stephens.

**T**he US Sailing “Championship of Champions” is a well-known event featuring sailing champions from various classes all competing in round robin fashion. The event, begun in 1976, has been held in a wide range of sailboats, including the Flying Scot.

What is less well known is that the Flying Scot class held an event that was the forerunner to the US Sailing event. During the 1975 Flying Scot Midwinter Championship in Panama City, Florida, our class created a “Race of Champions.” We invited five national and international champions in other classes to come race in a four-race series against five Flying Scot champions in an event that would precede our Midwinters. They were also invited to stay and race in our Midwinter Championship. Our guest champions were: Rick Grajirena, 470 Champion; Art Ellis, Comet Champion; Gene Walet, Mallory Cup winner;

Randy Miller, Hobie 14 Champion and Peter Branning, Laser Champion.

Our Flying Scot Champions were: Doug Sansom, Paul Schreck, Marc Eagan, Bud Barrett and Fred Meno. The one-and-a-half day regatta was sailed in the inner bay of St. Andrews Bay and had rather fluky light wind. The overall winner was Rick Grajirena, followed by Art Ellis in second, third place to Doug Sansom and Gene Walet was fourth. Art Ellis then went on to win our Midwinters Championships, followed by Paul Schreck, George Haynie and Click Schreck in a very competitive fleet of 37 Championship/32 Challenger Division boats — the largest Midwinters then-to-date. The racing area was sailed in the outer bay where the wind ranged from a drifter to a brisk norther.

The following year, the United States Yacht Racing Union (now called US Sailing) inaugurated the “Championship of Champions” and selected 19 competi-

tors from those nominated by their class association who are current National or North American Champions. The first annual event was held in early March in Pensacola, Florida, at the Pensacola Yacht Club in Flying Scots after our Flying Scot Warm-Ups Regatta. The invited Class Champions were encouraged to come early and take advantage of racing in the Warm-Ups for practice. Buddy Pollak, a member of PYC and then Commodore of FSSA, remembers they borrowed boats and had Paul Schreck build 19 suits of new sails that were pre-sold to GYA clubs. The five-race championship was sailed in light to moderate winds and the boats were rotated, round-robin fashion after each race. The racers were allowed to drop their worst race in the final standings. The winner was Clark Thompson Jr. from the Ensign Class with crew members Doug Johnson and Laurence Daniel. Second place went to International

*Continued On Next Page*

14 Champion, Steve Toschi with Chris Benedict and Flying Scot sailor, Juanita "Granny" Dees. Paul Schreck, three-time Flying Scot NAC Champion was third, with Rick Zern and Hunter Riddle. Snipe Champion Jerry Thompson was fourth with Jeff and Charlie Merrill. Bob Gough, Rebel Class Champion, finished in fifth with son, Kelly Gough (who now races his own Scot in Texas) and Chris Brandon. This Championship is named the Jack Brown Trophy in honor of Jack Brown, who was noted for his service as a judge, regatta organizer and member of US Sail-

ing committees. Jack's home club was Lake Norman Yacht Club in North Carolina. In 1976 they also held a one-time Fall Championship of Champions in Carbondale, Illinois, in Y-Flyers. Three-time Flying Scot NAC Champion, Tom Ehman won this event with Major Hall crewing. This year's Championship of Champions will be held October 18-21 at the Atlanta Yacht Club and sailed in Y-Flyers.

The Flying Scot has been selected for the Championship of Champions in 2011, 2005, 2002, 1998 and some earlier years that I couldn't find information for. The

Flying Scot has also been selected for all of the three-crew championships events, Adams (Ladies) Cup, Mallory (Mens) Cup and Sears (Juniors) Cup many times. Our builder, Harry Carpenter, has been a part of most all of these events, which he figures is between 20 - 30 times total. Sometimes new boats were built and then sold afterwards at a nice discount. Other times Harry was there just for parts and maintenance support. But truly, the Flying Scot Class can take full credit for coming up with this wonderful event. Well done Flying Scots!!! ▲

## From The Editor



**Deb Aronson,**  
**FS#6144,**  
**Midwest District,**  
*Scots n' Water* Editor

Well, here I am again, begging your forgiveness for a kind of colossal mistake in issue 62#1. You see, the story titled, A Tale of Two Boats, that was supposed to have TWO perspectives, Amy Smith Linton's and Brian Hayes's. ...Somehow Brian's got lost in the creative process (aka chaos) of putting the magazine together. So once again I find myself apologizing to the loyal FSSA magazine readers. If you are dying to hear Brian's perspective, the entire article (both parts! All together!) has been posted online at the *Scots n' Water* tab under issue 62#1 addendum. Enjoy!

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## Reminders from the Chief Measurer: Bottom Coatings, Rudder Blades, and Centerboard Trunk Shimming

Bob Neff, Chief Measurer, FS#5505

It has always been the philosophy of the Flying Scot Sailing Association, its leaders, and its Measurement Committee, to maintain the strict one-design aspect of the Flying Scot. The goal has always been to ensure that it is the ability of skipper and crew to sail fast and win races, not the ability of skipper and crew to gimmick the boat and/or sails in some kind of way in order to gain a competitive advantage. What does it mean to do well if you are not playing the same game as everyone else?

I respectfully suggest that at least once a year all racers read the specifications section of the class rules and the related Chief Measurer's Rulings (CMRs) to ensure that you are aware of these provisions of our class, and its endeavors to maintain the Flying Scot as a strict one-design boat.

With this in mind, and because of some recent questions that have been raised, I want to briefly review our specifications with respect to temporary bottom coatings, rudder blades, and centerboard shimming.

### BOTTOM COATINGS

The FSSA has prohibited temporary coatings on the "wetted" surfaces of the boat since the inception of the Flying Scot (see Specifications Article S-V-3 and CMR's 28 and 72). The reason is straightforward. If the coating provides a speed advantage, even if it is only a perceived advantage, then fellow competitors will believe it necessary to use whatever the current craze is in order to be competitive. If everybody applies the coating then the class is back to the

"one-design" concept, but only after time, effort, and money is spent to apply the coating. Some will decide it is not worth the effort and will find some other recreation for themselves and their family.

Remember, these rules apply to ANYTHING except wax (remember, polish is not a wax) put on the bottom. And a coating must be represented by the manufacturer to last at least one season. And lastly, the coating may be applied only ONCE per calendar year. Moreover, if the hull is cleaned, any cleaning agent, like soap, must be completely rinsed off prior to launch.

### RUDDER BLADES

There may be some owners who have rudder blades made from a different grade of aluminum than those supplied by Flying Scot Inc., supposedly because it is stiffer. The use of a different material for the rudder blade as a replacement for the factory-supplied material does not seem to be in the spirit of the FSSA. Our Constitution Article II states that one of the objectives of the FSSA is "... to maintain rigidly the one-design features of Flying Scot sloops ...". Specification Article S-I - Intent expounds further on this objective. In addition, there are WARNINGS posted throughout our class rules that clearly state that if our rules don't permit it, then you cannot do it!

Once again, the primary reason for anyone doing this appears to be to gain a performance advantage. And also again, even if the change has a marginal impact on performance, the perception of a potential improvement suggest that all skippers will want to make this change.

Using the guidance of Article S-I, several years ago I declared that any rudder blade not made of the material 6061 T6 alloy as designed by Gordon K. Douglass is ineligible to compete in Flying Scot regattas. Nothing has changed since then, and this interpretation remains in effect.

### CENTERBOARD TRUNK SHIMMING

The centerboard and centerboard trunk are covered in Article S-II, Paragraphs 4 and 5. The concept of restricting centerboard lateral movement is covered under CMRs 45 and 66.

It is important to note that any shims must be permanent, and attached to the centerboard trunk, and not to the centerboard, and that such shims do not skew the centerboard to either side, or stiffen the trunk in any way. Shims are ONLY PERMITTED in two locations: at those upper and lower sections of the centerboard trunk that make contact with the centerboard in the normal full-down position. Thus the upper shims should be no more than 3-4 inches long, and the lower ones no more than 10-12 inches long. Neither shim is to be more than an inch high. ANYTHING else would be construed as adding stiffness to the centerboard trunk.

In conclusion, it is our goal to ensure that when we are beaten in a race, we are beaten by crews that handle the boat, trim the sails, play wind shifts, and employ tactics better than we did, and not those who have "gimmicked" their boat so that it is inherently faster than ours.

Hope this information helps. As always, please feel free to contact me if you have any questions. ▲



# Come Join Us At Rush Creek for the 2018 NACs

Mike Brown FS#5794, Southwest District

**T**he 2018 Flying Scot North American Championships are heading south to Rush Creek Yacht Club in Heath, Texas (near Dallas), June 9 – June 14, 2018. What might you expect by trekking down to Texas this June?

First off, the sailing venue is simply outstanding. With 2.5 miles of open water in all directions, we can set quality courses to suit any wind direction within a few minutes sail of the harbor.

Although Rush Creek Yacht Club has its share of champions, with members like Olympic Gold Medalist Paul Foerster, and two-time Flying Scot North American Champion Bill Draheim, Rush Creek has much more to offer. The Texas folks are downright friendly! Enjoy a beverage on the huge outdoor deck overlooking the lake and sailing venue, the family-sized swimming pool, the full-service restaurant, and, of course, the fully stocked bar. Don't forget to bring a ball or Frisbee as there's plenty of room at the club to run around the lawn or play hide-and-seek in the kids' playground. Our antique cannon being fired at evening colors is always a crowd pleaser.

The area is not only known for outstanding sailing. You can enjoy great shopping, restaurants, live music, art, and more, just minutes from the club. Also, take a sunset sail on Seawolf, the 40-foot-long by 25-foot-wide catamaran hand-built of Spanish cedar.

Additionally, there is a lot to do in nearby Dallas. You can explore the Sixth Floor Museum at Dealey Plaza memorializing John F. Kennedy, and take a photo at the infamous grassy knoll. Choose from a



casual stroll through the Dallas Museum of Art, run and play in Klyde Warren Park's Imagine Playground, or dig into the hands-on exhibits at the Perot Museum of Nature and Science. Top off the day with dinner at Five Sixty restaurant by Wolfgang Puck high atop Reunion Tower, Dallas' iconic 560-foot landmark with its distinctive glowing ball. Entering on the 50th floor, diners are greeted by floor-to-ceiling windows offering 360-degree views of the city from the dramatic, revolving dining room.

Only minutes further and you can cheer with the crowd at a pro baseball game as the Texas Rangers will be playing at home

June 5-10 as well as June 15-17. If thrills are your thing, you should visit Six Flags Over Texas amusement park; or hop across the road and zip down a water slide at Hurricane Harbor water park. Or, maybe you'll choose to tour ATT Stadium where the Dallas Cowboys play football and see the huge jumbotron that is over eleven-thousand square feet of HDTV.

As you can see, there's plenty of interesting stuff to do down there. Add this to the fantastic sailing and southern hospitality, and you truly do not want to miss this year's Flying Scot North American Championship! Hope to see you at Rush Creek Yacht Club! 🚤

# How I Found Day-Sailing Paradise for the Scot: Kerr Lake

K. Lee Herring, FS#5993, Capital District

Photo: K. Lee Herring

Sails up and keel down in 30 minutes flat, waiting for summer winds, hoping for whitecaps.



**Long-term Objective:** Find a permanent Mid-Atlantic East Coast day-sailing venue for my new Scot that requires no more than a 30-minute lead time to be on the water — Sails up, Board down.

**Y**ears prior to achieving my 40-year-long dream to be a Scot owner — and after a sequence of Outer Banks and mountain-house summer vacations — my family (wife and three sons) fell into a pattern of vacations at house rentals on inland lakes. But, once we arrived for our week at the lake, the quest to locate a week-long sailboat rental was understandably often not fruit-

ful. So, when my wife and I took delivery of a new Scot (#5993) in March 2012 at the Deer Park, MD, factory, the short-term plan for getting sailing time was to trailer (i.e., drag) the boat every summer to a lake-house rental, not more than a six-hour drive from our northern Virginia home, just outside Washington, DC.

Satellite views of the rental house we had selected for 2012, our first summer as Scot owners, showed that the house's perch on a creek — which gave the owner license to tout "lakefront" in his rental advertisement — wasn't suitable for tacking to/from the house's dock and the lake's open water. Thinking ahead (before that vacation) during the boat's

construction, I had ordered a motor mount and bought a 3.5hp motor to get us to/from the open water. I rationalized the motor purchase, since vacation rentals that front open water are costlier than rentals on creeks.

But the 2012 plans were foiled by a family medical emergency: The only fun we got from that lake rental was the return of our substantial deposit through a trip insurance policy.

## Seeking a Long-term Solution Reminiscent of Sailing in My Youth

As a day sailor since my early teen years — and having been spoiled by the good fortune of growing up with a motor-

boat-free public lake in my backyard in south Florida — I got accustomed to effortless, short (five-minute) launch times, since I kept my Sunfish in 24/7 “sail-ready” status on a sandy beach. I could even quietly manage an undetected 3 a.m. launch for an occasional clandestine night sail under a full moon, as the lake closed to the public at dusk (i.e., no other boats were on the water, moored or anchored).

My backyard launch capability also instilled a false sense of safety, luring me — with unwarranted confidence — to venture into tropical rain storms. The gusty winds rolled in from the far southwest end of the lake, having the time and distance to generate impressive swells and white caps at my northeast end. No self-respecting adventurous teen could squander such rare sailing conditions, but such storm sailing taught me a thing or two about boat handling.

Now, as a more seasoned sailor who continues to value quality sail time — but is anxious about trailering the boat long distances — I am also not enthusiastic about spending lots of time setting up the boat, only to have thunder clouds roll in just after stepping the mast. Renting a dry-lot slip at a marina also was not a satisfactory solution, since these can be expensive, some don’t allow masts to be stepped, and many entail frustrations waiting in line at the ramp. Long story short: “Practicalities” led my wife and I down the rabbit hole, and we decided to purchase a lake house.

In June of 2012, we made our choice: a house on Kerr Lake that not only was endowed with a perfect-sized protective cove but was located at a mile-wide span of the lake. The site was comfortably far enough away from a small private marina across the lake that was not visible from the cove. This ideal site also was across the lake from, and within sight of, the Satterwhite/Kerr Lake State Recreation Area (see map).

This home for the boat now doubles as our summer vacation destination. Located in Henderson, NC, midway up the east side of the Thomas Road peninsula, the Scot’s home is many miles south of the John H. Kerr Dam, which is in the



Docked in as good of a pirate’s cove as it gets.

Photo: K. Lee Henning

more turbid northern part of the lake, in Virginia. After heavy spring rainfalls, the Dan River and Roanoke/Staunton River inflows serve up significant floating debris (e.g., logs), which seem to stay in the northern portion of the lake.

The dam that impounds the 55,000-acre Kerr Lake, officially known as John H. Kerr Reservoir, is managed by the U.S. Army Corps of Engineers and was constructed between 1947 and 1952 to produce electricity and to allow flood control for purposes of fostering wildlife (e.g., fish spawning), supporting recreation, and promoting downstream water quality and management in coastal Virginia (e.g., around Albemarle Sound). The Kerr/Buggs Island Lake is among the five-lake Wilmington District reservoir that also includes Falls Lake, Philpott, Jordan Lake, and W. Kerr Scott Lake.

With my Scot in dry dock (on an EZ-Boat Port) — and with an on-dock storage locker stocked with sailing gear within five feet — I can slide the boat into the water and be ready to sail (sails up, board down) within 30 minutes — sometimes 35 minutes, depending on how many wasps and spiders have adopted the Scot for the waterfront lifestyle.

When I began the search for a permanent day sailing venue, I could not locate a national guide to inland lakes, unfortunately. But, below is a list of lakes/rivers that I researched before settling on Kerr Lake. I have personally sailed on

Lake of the Woods, Deep Creek Lake, and Smith Mountain Lake and enjoyed all of them. I also interviewed people who had sailed on the Potomac River, Lake Anna, and Lake Gaston, determining that these would be at least minimally adequate. I considered FS fleet venues but wanted to remain within about 200 to 300 miles of the Washington, DC, area. For the permanent solution, I considered only hull-friendly “low-sodium-chloride” water locations south of DC, where the summer has a chance of being longer and thus more generous with wind and sun. Thus, I ruled out New Jersey (e.g., Stone Harbor, Toms River), Maryland (Havre de Grace), and Pennsylvania (e.g., Lake Marburg, Lake Arthur, Susquehanna and York Rivers).

For reasons cited below, the following venues did not meet my personal criteria for a permanent Scot home:

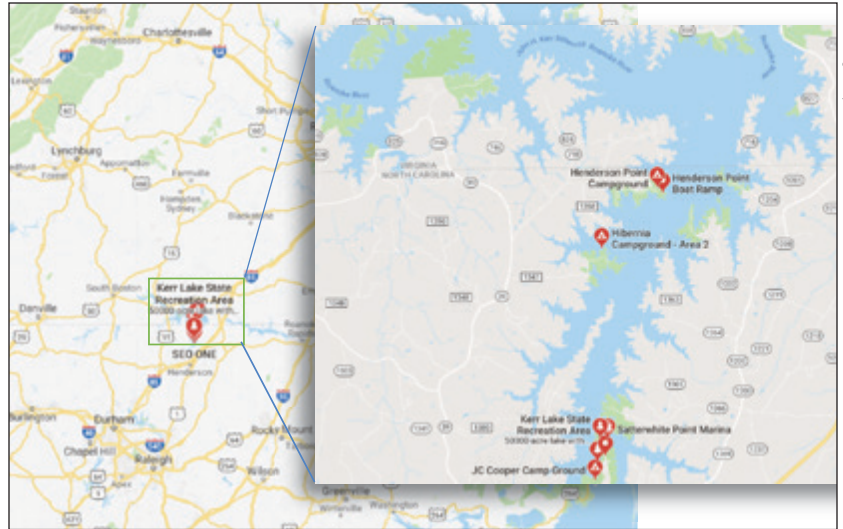
1. Deep Creek Lake: Expensive real estate, lake is on the small side
2. Potomac River (near National Airport): River currents, overhead jet noise and significant downdrafts, lots of submerged shallow obstacles, narrow channel for Scot’s 4-ft draft
3. Chesapeake Bay: Congested waterways, though there are many Scots there (e.g., an FS fleet on Selby Bay, near Annapolis)
4. Lake Gaston: Difficulty finding a suitable lake house; too-narrow waterway, weekend motorboat congestion

*Continued On Next Page*

Photo: K. Lee Herring



Reaching toward paradise!



Credit: Google Maps

and is where Fleet 27 sails. The public park there has a ramp, docks, meeting house, bathrooms, camping, outdoor grills, and, in Bakus's opinion, is better than the fleet's other venue, Jordan Lake. But the fact that Kerr's water level can vary dramatically, causing ramps to be closed during drought or rain-induced flooding, is not convenient for ramp users. Kerr's variable water level is not a problem for those with moorings or floating docks, the only type allowed by the Corps.

**Paradise Found**

While Gaston has the advantage of constant water level, controlled by law, Kerr is much larger, with an 850-mile shoreline that is virtually all public land, meaning you can beach your boat, beachcomb, and explore the abundant and virtually undisturbed nature in every direction! Kerr Lake offers the same kind of exploration opportunities that were so exciting in my youth in south Florida, since the public land surrounding Kerr Lake is dense with vegetation and wildlife and is managed by the Corps. Many heavily treed shoreline areas feel geologically ancient in appearance and sounds (only birds can be heard). There is no hint of city or traffic noise and very few signs of human civilization visible on the lake.

Kerr Lake's shores are known for

plentiful thousands-of-years-old American Indian artifacts (e.g., spearheads and arrowheads made of flint, quartz, and igneous rock imported by Indians from the Ohio area) and 19th- and 20th century farming and other artifacts. There are many North Carolina and Virginia state parks on the lake, and yet, I have sailed with good wind on many a beautiful day without another boat in sight for miles! Kerr Lake feels like a place that time forgot! It is day-sailing paradise!

Interesting Kerr Lake fact: Before the Kerr Lake basin was filled with water to create the lake in the early 1950s, a significant east-west railroad trestle bridge crossed Nutbush Creek in Virginia's Vance County. A March 1918 forest fire scorched the bridge, but engineers determined the bridge's structural integrity not to have been compromised. Unfortunately, when steam engine No. 2 began to cross over for the first time after the fire, the bridge collapsed. Two brothers on the train engine were killed in the accident. The train engine remains at the bottom of the lake, and the bridge's substantial remains register as shallower water on depth finders.

The author lives in McLean, VA, and his Scot lives at Kerr Lake, in Henderson, NC; [herring.lee@verizon.net](mailto:herring.lee@verizon.net).

For those readers interested in learning more about day sailing in inland lakes, Lee recommends this article: <http://www.boat-us.com/magazine/2018/april/boating-on-americas-freshwater-lakes.asp>. 

5. Lake of the Woods: Lake is too small and private housing development makes lake inconvenient for public access

6. Lake Anna: Expensive real estate, due to proximity to Washington, DC

7. Smith Mountain Lake: Too far away (six hours from Washington, DC)

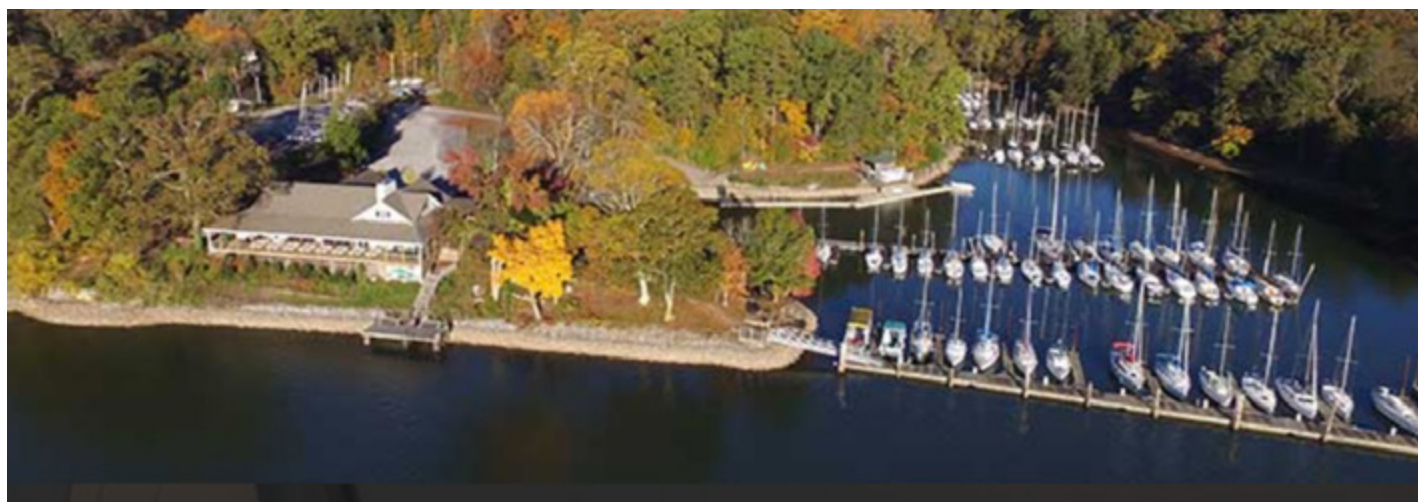
8. Lake Norman: Too far from DC

9. Deltaville, VA: Home to a FS fleet, but I prefer fresh-water, for maintenance reasons.

Comparing Lake Gaston with neighboring Kerr Lake, Alan Bakus, the then-Captain of FS Fleet 27, told me in 2012 that "Kerr Lake is really the best of the two lakes overall because of more places to sail, great ramps, and especially because it is our [fleet's] preferred lake for racing for the Carolina Sailing Club."

Being much wider than Lake Gaston, Kerr can sustain good steady winds, especially off Henderson Point, which is several miles north of my lake house

# 2018 Women's NAC



**T**he Women's NAC will be a stand-alone event September 14-15 at Privateer Yacht Club in Chattanooga, TN. Competition will be fierce and fun will be epic! Go to [fssa.com](http://fssa.com) for more information.

# The 2018 Flying Scot Sailing Association MidWinter Regatta – A View From Astern (A Backmarker’s Perspective)

Jim Moyle, FS#2447, Midwest District

Photo: Molly Johnston



Merry Way on the water.



Photo: Eric Bussell

Jim at the dock.

I'm pretty new at this. After getting my initial taste of sailing and racing experience as crew aboard my brother Mike's 40' IOR boat on Lake Superior about three years ago, I found myself drawn to it. A

year later, I picked up aging 1973 Flying Scot #2447 from a cousin of mine for nearly no money. I then spent most of the next year (and no small amount of \$\$) working on and upgrading the old boat, but sailing it very little. I did connect with a small

PHRF Handicap Fleet on White Bear Lake, MN, and managed to get a few races in with them. But Flying Scot racing didn't really begin for me until late summer last year, when I attended the Ephraim, WI, Regatta in August and the Clinton Lake, IL, Glow-in-the-Dark Regatta in late September. Full disclosure – I didn't do particularly well at either event. Uncommonly light airs at both regattas, difficult for most any sailor, were purely impossible to figure out for a rookie like me, and I was pretty much helpless – or maybe hapless! We finished in last place both times. It didn't matter, though. I had fallen in love with one-design racing, and with Flying Scot racing in particular. I knew I would be back, couldn't wait to do it again.

Knowing that, there should be no real surprise that I could not resist the temptation to show up for this year's FSSA Midwinters at Sarasota. To that end, in late March, I found myself chipping my Flying Scot trailer out of the ice in my backyard in Minnesota in preparation for what proved to be a grueling two-day journey to sunny Florida. I arrived at Sarasota Sailing

Squadron on the morning of Friday, March 23, where I raised the mast and rigged my boat, and found a place to park it along the seawall. Then I headed back to Tampa International Airport to pick up my brother Mike, who was flying in to serve as my crew for the week. The rest of the week-end was spent getting to know our way around Sarasota, getting in some practice sailing on Saturday, participating in the unscored practice race on Sunday, and otherwise simply enjoying the hospitality of Sarasota Sailing Squadron, which was just outstanding.

**Day One:** Racing began in earnest on Monday. For Race One, winds were at the brisk end of moderate, really ideal for a sailboat race, at least from my perspective — enough wind to go fast, but not enough for me to get into trouble! Prior to the start, we cruised back and forth, up and down the line like everyone else, plotting our start strategy. But despite of our best intentions, I muffed the start, crossing the line a solid 20 seconds behind the lead boats in the Challenger Fleet. Based on our visual assessment of wind and wave action out on the course, we decided that a starboard tack might prove advantageous to us — even though just about everybody else in the fleet went to port. Everybody else turned out to be right! We rounded the first mark well behind the rest of the fleet. When we tried to launch the spinnaker for the first downwind leg, we discovered that the spin would not go all the way up. The spin halyard turning block on the mast had somehow managed to wedge itself sideways, and the halyard itself was getting pinched in between the block and the mast. I had to keep raising and lowering until finally the sail went all the way up. We had the same problem on the second downwind leg, costing us even more time. We rounded the mark at the end of that leg about the same time the back half of the Challenger Fleet was crossing the finish line. As we headed away from the mark toward the finish, we heard the Race Committee discussing us on the radio. They were directing the other committee boat to motor out to meet us and ask if we would be willing to accept a “finish in place” without actually crossing the line. This would allow them to begin moving

marks around, making preparations for the day’s second race. I picked up my radio and addressed the race committee, accepting the finish in place, noting that “it does not appear likely that we are going to catch anybody!!” The fellow on the committee boat laughed, and so did we.

We arrived back at the line in plenty of time to start race two. This time, we got a decent start, getting off the line with most of the rest of the fleet, and I made no serious driving mistakes on the first leg. However, on both downwind legs, we had the same set of spinnaker problems as before, and ultimately crossed the line in last place once again. The happy news — it was a much closer last-place finish than the first race. We had improved.

**Day Two:** All races cancelled due to too much wind. I confess that I was relieved. It had looked like too much air for my set of skills. We took advantage of the off day to drop the mast and replace the failed spin halyard turning block, and tinkered with a few other things as well. It sure was nice to have the Flying Scot Factory folks on site with all their parts and goodies right there in the parking lot! They had everything I needed, plus a number of things I didn’t, but bought anyways. Boys and their toys.....!

**Day Three:** Again, the day started with too much wind. The PRO delayed the launch of the fleet for a while waiting for better conditions, but eventually the fleet went out. We stayed back, along with a few other boats. I just wasn’t comfortable with the nearly 20-knot winds. About an hour later, wind conditions moderated, and we went out, arriving at the starting line in ample time for the start of the day’s second race, which was race four on the event. We got a less-than-perfect-but-acceptable start, and aside from a few driving errors by the loose nut at the tiller, everything went OK. This time, no spinnaker issues. We did better, though we still managed to finish at the very back of the Challenger fleet.

For Race Five, we got our best start of the week, and I seemed to be making fewer driving errors. As the fleet converged on the first mark, we discovered that we were — for the first time — competitive with the back half of the Challenger fleet, and were actually in front of three or four boats, a

condition that we both found gratifying. This situation held until we reached the second downwind mark, where we suffered an unfortunate mishap that cost us a lot of time, and left us to ultimately cross the line in last place once again.

**Day Four:** Too much wind. All races cancelled. Time to pack up for home.

To the casual observer, towing some 3200 miles (round trip) to finish consistently last in a sailboat regatta might seem like a dubious exercise, a really questionable endeavor. A long way to go to lose. But it really isn’t about winning or losing. It is about the whole experience. Where else can you go to play and race with a bunch of folks in 60-plus identical boats? And what boats! Fast and stable, built to last, and backed by a factory that really cares about what they are doing. But more than anything, it is about the people that sail them. It is my considered opinion that sailors in general are neat people, and particularly sailors from the smaller one-design classes. But this Flying Scot bunch — they really are something special. Seriously, I have never encountered a nicer group, always both friendly and helpful, and always willing to share what they know. It was something that became immediately apparent to me from the first FSSA regatta I entered. It really is why I will always come back.

I’d like to offer my personal thanks to the Sarasota Sailing Squadron, the Race Committee, and the PRO for putting on a truly outstanding event from start to finish. You have earned my loyalty. I’ll be back. Also, I can’t say enough about Tyler Andrews and Melanie Dunham of Flying Scot Inc. for all of the help they gave me in resolving my boat issues all week long. Thanks also to Ryan Malmgren of Mad Sails for his advice and support (and for designing and constructing my unique and beautiful star-spangled sails), and also to so many others who went out of their way to help.

I’m a better sailor coming out of this regatta than I was going in. That was my goal, so mission accomplished. I will continue getting better. I’m sure I will be seeing some of you throughout the coming summer at various Midwestern FSSA Regattas. Just don’t expect me to be last. 🏠

# Midwinters!

Photo: Molly Johnston

And they're off - the Championship Division at the start of Race 1.



Photo: Molly Johnston



Jody Smith and Annette Johnson lead the port tack parade after the start of Race 3.

Photo: Molly Johnston



Paul Lee and Gabrielle Cockell holding off the Southern Yacht Club team of Larry Taggart, Carie Berger, and Melanie Dunham.

Photo: Molly Johnston



Jim and Cathy Bingham in "Goomba" lead a pack around a leeward gate mark in Race 3.

Photo: Molly Johnston

John and Connie Eckart just nip Tyler Andrews/ Andy Fox and Bruce & Lynn Kitchen at the finish of Race 3.



Photo: Molly Johnston



Robert Newland and Keven Briggs run toward the finish of Race 4 on a picture postcard day.



Photo: Eric Bussell

John Wake (left) and John Kreidler.



Winners of the challenger fleet: from left Bill Vogler, Peg Woodworth and Carey Seven.



Photo: Diane Kempf



Photo: Diane Kempf

Winners of the Championship fleet Zeke Horowitz (right) and his dad Jay (left) with FSSA president Vill Vogler.

Photo: Eric Bussell



Jim Colegrove (right) wins the 2018 Allen Douglas Sportsmanship Award.



Photo: Diane Kempf

Photo: Eric Bussell



Tractors (and very skilled drivers) were a huge help in launching so many boats!



Photo: Eric Bussell

# Learn Like a Champion

Timothy Story Mallette, FS#18 and FS#1777, New England District

Photo: Beth Leahy



Photo: Beth Leahy

The articles by Zeke Horowitz from the Florida District and by John Kreider from the Dixie Lakes District in the latest Scots'NWater magazine were terrific for kicking off 2018. Last year the wife/husband regatta was held in the New England town of my formative years. The ghosts of half-masted locals haunted my return. Follow the locals they say – well yes, but not quite yet. Eventually we all follow their path. Would any of those locals have gone left? Perhaps, although the bar for achievement was just to get over the Sandy Bay Bridge if you came from Pigeon Cove. I made it out by boat – one must be creative to be successful.

The weekend started on Lake Winnepesaukee where as Chairman of the New Hampshire Land Surveyors foundation it was my honor to award scholarships to deserving youth. We had booked the good ship Mt. Washington for

a voyage. My brief speech was delivered on the deck. “The waters of this great lake begin their course to the sea, but that is not all that is beginning, for these scholarship recipients are beginning their journey through life”, I began. The next day my wife and I were present at the start of the Wife & Husband Regatta just south of where the waters of the big lake enter the sea.

New England seems to be less prominent in the Flying Scot world than other regions of the country. Perhaps it is the four-season climate. The faces of lake sailors were evident on the second day of the regatta, but to Sandy Bay Fleet 11 it was just another swell day after an easterly. Rather a mild one too, I thought. A real New Englander learns not to say too much, yet not to say too little. My first Scot was named after an Edwin Arlington Robinson poem, “Amaranth”. It doesn't get more newenglanderish than poems such as “The Pity of Leaves”, “Octaves”, or “New

England” as it were. My father tells a tale about Dop Hale, a local from Sandy Bay, who lost an eye saving a guy off the rocks in the blizzard of 1891. Dop swore a lot. Leaving church one day the reverend asked what he thought of the service. “Reverend, people hear us both use the lords name a lot, and I think they all know that neither of us really mean much by it.” I also found myself using the lords name creatively during the regatta, but I did manage to hold off for quite a long time. Classy Earl Kishida suggested not using the “voice”. I've learned if one simply wins it's much easier to limit the Dop words.

I'd like to take this opportunity to thank whoever took the wonderful photos published on Flickr (*editor's note: Beth Leahy*). My wife really enjoyed the scenery. Racing really isn't her cup of tea. It was true back in the 1990s, before we bought the farm - when we raced briefly. It is still true, however, that my First Mate has potential if she ever shows

up to practice. When I purchased Flying Scot #18 last year it was a gamble, and it turned out to need a bit more work than I expected (who would of thunk it after only 60 years). Then I realized my own carcass is the same vintage. Yes indeed, there are creeks and groans in the rigging. The plan was to practice before the regatta, but our schedules didn't allow conjugal boat time once "Flying Auk" was shipshape.

Over early seemed to be the theme. The simple fact is that the tide flows straight out stronger than it flows toward Andrews Point, and that weak oscillating easterlies will never compensate for hydrodynamic realities – nor will the wind through the Gap help. Deja vu learning hurts. Yes Coriolis rules in the northern hemisphere, but its not quite as obvious every time as it was on this day and tide. I probably wouldn't have gone left if we weren't over early, but there will be a day for southpaws in Sandy Bay in 2018. There are benefits to never venturing further than day sailing. We rounded the mark (mercifully). Champions were picturesque on the horizon all in a row, and the Challengers were certainly challenging us. I hoisted the spinnaker and requested my mate to fly it. I used gentle, kind words. I was very patient as Avis (I like to call her Ave, which she doesn't seem to care for) collected the various lines and corners of spinnaker sail into an impressive windy macrame. Boats passed. I would have been pleasantly surprised if it were not so. When we approached the gate, I mentioned that it would be a good idea to take the spinnaker down early, and we only sailed a few extra hundred yards more than everyone else prior to heading back for the second windward leg. I decided to go right, probably because I went to college. The crew was not able to compensate on the downwind leg for the poor judgment of the captain's windward folly.

As I mentioned, the second day was swell. Over early, and sailing the wrong way on a sea of shame (backwards). My love was seasick from all the tacking and jibeing at the start. The wrong person operated the only watch on board. The fleet was on the horizon again. I was sick



Photo: Beth Leahy

too – more of a psychological phenomena. Ave said she was chilly, and she made sourpuss glances toward the harbor. We sailed by the transom of the committee boat to inform them of our retirement. They nodded and seemed to agree that it was a good move for us. I think it might have been the closest we got to anyone's transom during the races. Our scores were mostly DNF & DNS. There are more important things in life than racing a Flying Scot. Wisdom dictates persistence, patience, and practice, and moderation – including with moderation itself.

I had told the scholars out on Winnepesaukee that you win some and you lose some (or even sums, I've definitely lost some sums). Most of us will not make it to the finish line of life without realizing some loss. I wish I had said you win some and you learn some, because that is what champions do. If your lucky sorrow is just a brief paragraph in the review mirror. I've flirted with her, but she didn't want me. A champion learns of other fish. Learning like a champion means one can articulate universally – not individually, and some of us have a more difficult time getting to the league of champions. I still believe I can beat everyone on the course every time I race, and some days I will. My enthusiasm is tempered steel, and I wasn't as cheerful-

gungho-lets-go-buy-a-brand-new-Scot giddy as others at the conclusion of the 2017 Wife & Husband festival. It was more let's have a'nuzer one, hiccup, champagne socialist ticklebrained that may have cost me some demerits.

I've known those without a passion for a certain type of sailing that never race again after such a performance. Some husbands and wives are dancers on the sea, other's go down in places darker than "where ships go down hullcrushed at midnight" as Robinson might say. Champions never really lose. It felt good to be back from too much time ashore earning my fortune. All the ManfredCurryUffaFoxJohnGuz zwellFrankBethwaite-initiated learning of my skinny days elusive in execution. My friends say everyone knows you're a good sailor, and it's true there was Uffa, Paul Elvstrom, Jorg Bruder, Ted Turner, Ben Ainslie, Hilarious H. Smart, David Jeffries, the great Charlie Clark, Mohamed Ali & Me.

Back at work in 2018, I am leading a group of engineering "champions" for CHANGE, or Collaborative Hydraulics Advancing the Next Generation of Engineering. They are spectacular – some of them much more talented than I'll ever be as an engineer. My ageing heavyweight carcass will be back on the rail keep-

*Continued On Next Page*

ing the boat flat. Hand on the mainsheet, tight vang, outhaul in – Aye! shiver me timbers. I heard Sandy Douglas went to Dartmouth – likely deemed the better man, but there’s still time left before I go aloft. Don’t set your sights too low or you might shoot yourself in the foot. I’ve

learned that it’s the people of the fleets that survive the thousand shocks that the flesh is heir to. Ave made it known that she found my joke about needing a regatta mistress as serious as cancer (although these weren’t her exact words). The Great Auk is extinct because it couldn’t fly.

This Auk from New Hampshire will fly for sure even though she may lay a few eggs from time to time. As for wife and husband champions - I’m finishing the guts of this article on Valentines Day and 2018 is all good (except for the school shooting in Florida). ▲

## ANNUAL WIFE-HUSBAND REGATTA



The annual wife-husband regatta will be held this year in October at the Jackson Yacht Club in Ridgeland, MS. Stay tuned for more details! Photos courtesy of Jim Leggett and Chris Luppens.

## STARTING LINE

### STARTING LINE Calendar Of Monthly Events (FROM MAY 2018 TO AUGUST 2018)

**Regatta:** Sailing Club of Washington/Potomac River Sailing Association Spring Invitational

**District:** Capital • **State:** Virginia

**Date:** 05/26/18 - 05/27/18

**Email:** davidbeckett2014@gmail.com

**Regatta:** Memorial Weekend Regatta (formerly known as the Confederate Admirals Regatta)

**District:** Dixie Lakes • **State:** Alabama

**Date:** 05/26/18 - 05/27/18

**Email:** joel@verplank.com

**Regatta:** 41st Mayor’s Cup

**District:** Carolinas • **State:** North Carolina

**Date:** 06/01/18 - 06/03/18

**Email:** homengso@triad.rr.com

**Regatta:** Flying Pig Regatta

**District:** Ohio • **State:** Ohio

**Date:** 06/02/18 - 06/03/18

**Email:** dkcadams@twc.com

**Regatta:** West River Sailing Club Annual Dave Irey Regatta

**District:** Capital • **State:** Maryland

**Date:** 06/02/18 - 06/03/18

**Email:** jgjesup@gmail.com

**Regatta:** 2018 NAC at Rush Creek Yacht Club, Heath, TX

**Date:** 06/09/18 - 06/14/18

**Email:** jbhopper@supergnat.com

**Regatta:** Greater Richmond Sailing Association Invitational

**District:** Capital • **State:** Virginia

**Date:** 06/09/18 - 06/10/18

**Email:** peter.cookson@verizon.net

**Regatta:** Full Moon Regatta

**District:** Greater New York

**State:** New Jersey • **Date:** 06/16/18

**Email:** fleet157@gmail.com

**Regatta:** Berlin Yacht Club Annual Invitational Regatta

**District:** Ohio • **State:** Ohio

**Date:** 06/16/18 - 06/17/18

**Email:** tdawson547@icloud.com

**Regatta:** Egyptian Cup Regatta

**District:** Midwest • **State:** Illinois

**Date:** 06/23/18 - 06/24/18

**Email:** bild.shirley@gmail.com

**Regatta:** Selby Bay Summer Solstice Invitational

**District:** Capital • **State:** Maryland

**Date:** 06/23/18 - 06/24/18

**Email:** guzzifyer@gmail.com

**Regatta:** Greater New York Districts-Sprite Island, Norwalk, CT

**District:** Greater New York

**Date:** 06/23/18 - 06/24/18

**Email:** fs5516@yahoo.com

**Regatta:** Indy Regatta

**District:** Midwest • **State:** Indiana

**Date:** 06/30/18 - 07/01/18

**Email:** glendris@gmail.com

**Regatta:** Women’s and Junior Regatta

**District:** Capital

**State:** Maryland • **Date:** 07/07/18

**Email:** gfmeehan@gmail.com

**Regatta:** 1st Annual Glenn Wesley Memorial Flying Scot Regatta

**District:** Greater New York

**State:** Pennsylvania • **Date:** 07/07/18

**Email:** pscheetz@ptd.net

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**15** – Douglass; 1958; **\$5,999.99**; John Izmirlian, Bradenton, FL; fishermensheadquarters@yahoo.com

**209** – Douglass; 1960; **\$2,900**; J. Penwarden, Orwell, VT; johnnyshootsfilm@mac.com

**970** – Ranger; 1966; **\$650**; Mr. Hinds, Toledo, OH; nphinds@embarqmail.com

**2535** – Custom Flex; 1974; **\$3,500**; Elk Rapids, MI; puffzilla@earthlink.net

**3162** – Custom Flex; 1978; **\$2,500**; Scott Ulrich, York, PA; 717-575-6598; jscottulrich@gmail.com

**4126** – Flying Scot, Inc.; 1985; **\$5,000**; Tom Phipps, Duxbury, MA; 339-469-7031; tophi1102@icloud.com

**4140** – Flying Scot, Inc.; 1985; **\$10,900**; Sarasota, FL; norris.elswick@gmail.com

**4228** – Douglass; 1986; **\$10,900**; Doug Schollenberger, Baltimore, MD; fds1612@yahoo.com

**4561** – Flying Scot, Inc.; 1989; **Call or Text**; Frank, Washington, NC; 252-717-0552; franklgay@gmail.com

**4575** – Flying Scot, Inc.; 1989; **\$7,500**; B. Kelly, North East, MD; 443-553-2850; Bkelly46@gmail.com

**4785** – Douglass; 1991; **\$9,500**; North Benton, OH; goldmetals@centurylink.net

**5155** – Flying Scot, Inc.; 1997; **\$8,500**; Pete Scott, Island Heights; 732-762-5737; wascotty1@yahoo.com

**5394** – Flying Scot, Inc.; 2001; **\$9,500**; Bob Gleeson, Stevens Point, WI; 414-331-7462; drbgleeson@msn.com

**5518** – Flying Scot, Inc.; 2003; **\$12,000**; Diane Parvin, Crossville, TN; 931-484-6818; tdparvin@frontiernet.net

**5598** – Flying Scot, Inc.; 2003; **\$9,080**; Rick Lyons, Pinckney, MI; rl@chartermi.net

**5671** – Flying Scot, Inc.; 2005; **\$12,500**; Josh Goldman, Westport, CT; 917-859-7764; joshua.goldman@lushwike.com

**5712** – Flying Scot, Inc.; 2006; **\$12,500**; Michael Maness, Lee's Summit, MO; mamananess1@yahoo.com

**5721** – Flying Scot, Inc.; 2006; **\$10,900**; Larry Bigus, Overland Park, KS; 913-707-7745; lwbigus@gmail.com

**5801** – Flying Scot, Inc.; 2008; **\$10,500**; G Romantz, Sharon, MA; gromantz@romantzgroup.com

**5897** – Flying Scot, Inc.; 2007; **\$19,500**; Debra Johnson, Urbana, IL; debajohnson@nasw.org

**5928** – Flying Scot, Inc.; 2010; **\$8,650**; Rick Lyons, Pinckney, MI; rl@chartermi.net

**Compass & Mount** – Flying Scot, Inc.; **\$170**; Mark Evans; 336-817-4891; mrevas@fcbinc.com

**Sails** – see website for details; **\$700**; Mark Wright, Ft Lauderdale, FL; 954-914-8182; wrightmarkw@outlook.com



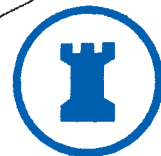
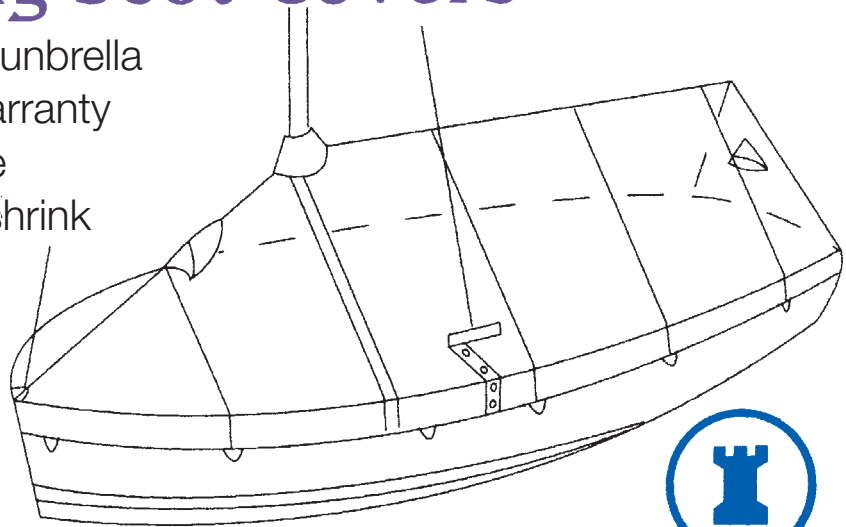
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Photo Yvonne Pottharst



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Flying Scot Gulf Districts-1st / FSSA Cajun Country Championship-1st / GYA Capdevielle Competition-1st  
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Purcellville VA

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Thomas Queenan  
Philadelphia PA

### Carolinas District

### Boat # 4933 /Fleet # 158

Bill Walter  
Union City SC

### Boat # 5755

Chip & Paul Whitesides  
Wrightsville Beach NC

### Florida District

Susan Davidson  
Palmetto FL

### Greater NY District

### Boat # 5495

Arthur Littleton  
Skillman NJ

### Boat # 3245 /Fleet # 157

Brian Steib  
Fair Haven NJ

### Michigan - Ontario District

### Boat # 4608 /Fleet # 8

Current Skipper #4608  
Edison Boat Club

Detroit MI

### Boat # 2024

Gail Turluck  
Richland MI

### Midwestern District

### Boat # 6162 /Fleet # 83

Chris Brooks  
St. Louis MO

### Boat # 4118 /Fleet #83

Andrew Resnick  
Brentwood MO

### Fleet # 83

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dcycotte@yahoo.com

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### DIXIE LAKES DISTRICT

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### FLORIDA DISTRICT

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### GULF DISTRICT

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(504) 482-7358  
taggline@usa.net

### MICHIGAN-ONTARIO DISTRICT

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steve.rajkovich@comcast.net

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jaceboshwen@yahoo.com

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### OHIO DISTRICT

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Westerville, OH 43081  
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Sequim, WA 98382  
dale@daledunning.com

### PRAIRIE DISTRICT

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Fairway, Kansas 66205  
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pimm20@yahoo.com

### SOUTHWEST DISTRICT

Robert Cummings  
1239 River Craft Drive  
Mesquite, TX 75181  
(214) 341-1626  
5658cumplings@gmail.com

## STARTING LINE *Continued From Page 20*

**Regatta:** New Jersey Leukemia Cup

**District:** Greater New York • **Date:** 07/14/18 - 07/15/18

**Email:** linbnich@hotmail.com

**Regatta:** CT Cup, Second Leg @ Cedar Point Yacht Club, Fleet 177

**District:** Greater New York

**State:** Connecticut • **Date:** 07/15/18

**Email:** cnperez@yahoo.com

**Regatta:** New York Lakes District and Scots Adirondack Open

**District:** New York Lakes

**State:** New York • **Date:** 07/27/18 - 07/29/18

**Email:** johnjeffery124@gmail.com

**Regatta:** 2018 Sandy Douglass Memorial Regatta

**District:** Ohio • **Date:** 07/28/18 - 07/29/18

**Email:** fs3668@yahoo.com

**Regatta:** 2018 113th Annual Ephraim Regatta  
and Midwest Districts

**District:** Midwest • **State:** Wisconsin

**Date:** 08/04/18 - 08/05/18

**Email:** jiked@eyc.org

**Regatta:** 32nd Annual Fleet 161 Flying Scot Invitational, Saratoga, NY

**District:** New York Lakes

**State:** New York • **Date:** 08/10/18 - 08/12/18

**Email:** nfo@SaratogaFlyingScot.org

**Regatta:** Fishing Bay Yacht Club 79th Annual  
One-Design Invitational

**District:** Capital • **State:** Virginia

**Date:** 08/11/18 - 08/12/18

**Email:** dcycotte@yahoo.com

**Regatta:** 2018 Crystal Ball - Crystal Sailing Club

**District:** Michigan - Ontario

**Date:** 08/18/18 - 08/19/18

**Email:** kldavis1726@yahoo.com



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