

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 56 NUMBER 4 2012



Dominant.



N. Americans

2011	....	1 st
2010	....	1 st
2009	....	1 st
2008	....	1 st

Midwinters

2011	....	1 st
2010	....	1 st
2009	....	1 st
2008	1 st

Heidi and Kelly Gough powered up at the 2011 NACs. Photo Kate Sharp.



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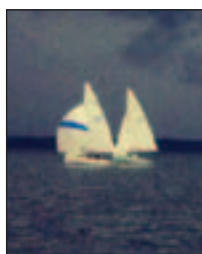
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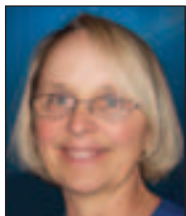
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From the President

Diane Kampf, FS 5857



Dear fellow sailors,

This year's NAC was another adventure for Greg and me as we traveled 1200 miles from Massachusetts to Lake Carlyle in Illinois. We had never been there before, but we had heard what a nice place it was to sail and we looked forward to the venue. Well, we are happy to report that this was yet another wonderful sailing venue with great people, great food, and great facilities, and we really enjoyed sailing there. We want to thank Jim Harris and his committees for all of their planning and work; we appreciate what it takes to put on a national championship regatta.

I want to mention some of the concerns that came up during the event, so that you, as members, know that they are being addressed. Of course, some things are just out of our control: for example, the temperature was 90 to 100+ degrees every day. But in spite of the heat, we were able to spend much of our time on the water, sailing and racing in pretty decent wind; there was just one time that we went out and floated for a while before coming back in to wait for the wind. For the 60+ skippers and their crew who made the trip, there was plenty of great racing and we were not disappointed.

I did hear some grumbling about having so many downwind finishes. However, for every person that said he didn't like downwind finishes, there was another person who loved the downwind finishes. Who's right? It's hard to say, but I do believe that downwind finishes are harder for the race committee, and this decision is certainly at their discretion.

For some time we have had standards for measuring sails, weighing boats, and

other measurement, and I am happy to report that we now have a centerboard-measuring standard that we are using for all the national events. For anyone who thinks that measurement is meant to keep people out of our events, that is not the case. The purpose of measurement is to keep the Flying Scot as a one-design class and to ensure that no one has an unfair advantage with non-standard equipment. We hope that this standard process will make it easier for measurement committees, going forward. We will improve this process as we learn more from experience with it.

Another area that we are working on is scoring. Some scoring issues delayed us in getting the results to the competitors and also to those not present at the regatta who relied on us for timely updates. The confusion in scoring also caused many protests that delayed the split into the Championship and Challenger divisions. To explain part of what happened: we have run our qualifying races the same way for many years, but we discovered that there was a flaw in our policy. For many years, we have called the qualifying round a series, and a DNF has always been scored as the number of boats you were sailing against +1. So, for example, if there were 60 boats registered, they were split into four groups of 15 each. In each qualifying race there were two groups sailing together, for a total of 30 boats, so a DNF was scored as 31. But by *Racing Rules of Sailing* definitions, the score for a DNF is the number of boats in the series +1, and by the pure definition of a series, there were 60 boats in the series. So that would have made the score for a DNF 61 rather than 31. We are working on our bylaws to improve

the wording regarding scoring so that this cannot happen again.

There will always be issues that need discussion, and I can assure you that your various Flying Scot Sailing Association committees hear your concerns and do address them. While you may not always get the answer you want, I can assure you that the issues are addressed to the best of the committees' abilities and that several people weigh in on each decision. Think about volunteering for one of the committees and be a part of the decision-making process that is delegated to the committees. And remember that most decisions are made by you, the members, so if you have an idea, submit an action item to the Executive Committee and have your idea discussed and voted on.

Even with these issues, which are mostly handled behind the scenes, Flying Scot events are a blast, and that won't change. We just came back from Saratoga Lake in New York, where we had another wonderful time, and we look forward to the New England Districts, our own Massapoag 63rd Annual Regatta in Sharon, Massachusetts, the Chaos Cup at Quannapowitt Yacht Club in Wakefield, Massachusetts, and the Flying Scot Wife-Husband Championship in Alabama before we hang up our sails until the 2013 Midwinters in Sarasota, Florida. We hope you will consider joining us at some of these regattas and that you will attend some of the many events in your own districts. We have learned so much from other clubs and other sailors, and we have met so many great people in our travels; we feel truly blessed to be a part of this organization. Thanks again to all of you.

See you on the water! ▲

The 2012 NAC at Carlyle Lake

Deb Aronson, FS 2981



Ben and I sailed at Carlyle Lake for many years before we owned a Scot, so it is always a bit like coming home when we sail there. And for us, living in central Illinois, it is one of the closest lakes, though most people traveled far and wide to come to the 2012 North American Championships. So we were happy to see that turnout for the NAC at Carlyle Lake was great. Many boats came from the Florida region and from the Texas area, so in that way Carlyle is ideally situated!

Lots of sailors took advantage of the great campground next door to the club and came with RVs and tents. In many cases the RVs meant sailors could bring all the comforts of home, including family dogs. One resourceful tent camper brought an ice maker and an air conditioning unit. That's what I heard, anyway!

Other sailors rented some lovely cabins in the same campground that overlooked the water. Although I had known they existed, I had never visited them before, so one night we went over to enjoy the view, the company, and the amazing food, cooked mostly by Flying Scot foodie Jay Lott.

What I will always remember about the racing--other than the great wind all week--is the feel of the hot air, like from a blast furnace, in my face as we raced the last race of the regatta. I had never felt wind that hot while sailing. In order to block some of the heat radiating up from the blacktop of the boat parking area, we saw several people set up a canopy over the back of the boat when it was on the trailer. That was an interesting innovation and one that Ben and I might consider in the future.

Despite the heat and numerous forecasts to the contrary, we did have good

wind all four days of the regatta, and that cannot be taken for granted, especially at this time of the year. Race management was very good and took the heat into account by sailing extra races on Wednesday so that we were done by Thursday.

It was fun to see all our sailing friends at Carlyle for this big event, and we're looking forward to doing it again next year at Lake Norman. Meanwhile, there are several more events to look forward to, including the Wife-Husband Championship, which is in October this year. Check it out! 🚤



John Luard Wins 21st MBC Flying Scot Full Moon Regatta

Art Petrosemolo



John Luard, sailing with his wife, Toni Gahn, won the 21st Flying Scot Full Moon Regatta on June 9, 2012, at the Monmouth Boat Club in Red Bank, New Jersey, over a field of 21 competitors. Light, variable winds tested both the sailors and the race committee as only three races were sailed on the Navesink River.

Luard, who won the regatta in 2002, put together a fourth-place finish in race one, a win in race two, and a third-place finish in race three, for eight points. Luard topped 2011 Full Moon winner Dan Vought. Vought, sailing with daughters Samantha and Alexandria, had a third, second, and sixth, for 11 points.

Flying Scot boat builder Harry Carpenter, sailing out of Deep Creek Yacht Club in western Maryland and sailing with Melanie Dunham, Greater New York District Governor, finished third. After winning the first race, Carpenter had a third and an eighth-place finish.

MBC's Denis Farley, Thom Lee, David

Watts, and Bernard Friel finished in the fourth through seventh slots, giving MBC sailors six of the top seven positions.

A warm day with light westerly breezes greeted the 21 skippers and crew as they sailed to the starting line Saturday morning. Principal Race Officer Sandy Huntsman set a twice-around Olympic triangle course for the competitors. Carpenter sailed away from the fleet to

win the first race in winds that averaged no more than five miles per hour.

The winds lightened for race two, a shorter once-around Olympic triangle, which kept the fleet close, with regatta winner Luard taking line honors.

In the first race of the afternoon, teasing winds built for the start but quickly dropped to what the sailors described as a "drifter," with MBC's Thom Lee ghosting to the win. 🚢



Bagpipes and Scots

Mike Pitzer, Fleet 83 Captain, FS 5300

Have you ever been to a national regatta? This was my first. From June 23 to 29, the Carlyle Sailing Association's Flying Scot Fleet 83 hosted the 2012 North American Championships. During this event, championships were decided for women, juniors, seniors, champions, and challengers. Ten races were held under the direction of CSA's fine PRO Ted Beier and his team. They did a masterful job of getting all of the races in as the temperature climbed to 106 on Thursday. Wind conditions were excellent throughout the week, and we suffered no drifters during a race.

Flying Scot sailors came from all over the country to compete. Sixty-three boats registered and several rolled in at the last minute. Texas, Louisiana, Virginia, Florida, Wisconsin, Illinois, Michigan, Massachusetts, Iowa, North Carolina, Kentucky, and Maryland were some of the states represented. As in any class, the top sailors came to fight it out for trophies...and recognition.

One-design class rules call for a level playing field, and FSSA Chief Measurer Bob Neff was on hand to assure that all boats and sails conformed to the class rules. Nevertheless, the top dogs had fine-tuned things to a degree that I did not know existed. Many boats had hulls and centerboards smoothed and polished to a fine gloss. Sanding is out. Teflon glass-like finishes are in. Of course, there were those who raced in the Challenger division for whom a clean boat was good enough. You can't polish everything!!

After the junior and women's championships on Sunday, the qualifying races started on Monday. Two races were held

(and one more on Tuesday) to determine who would be in the Championship division and who would be in the Challenger division, with the entrants split equally between the two. As the races began, we were greeted by a young man about 15 years old who was a bagpipe player dressed in the traditional Scottish kilt. This was a tip of the hat by our regatta chair, Jim Harris, to the Scottish origins of Flying Scot designer Sandy Douglass. As the wind blew over 15 mph, with gusts of 17 to 18, a few competitors stayed in, but at least 50 went at it. Just holding the boat down was a real test of endurance, but during two races, each with two starts, most competitors managed to stay upright. One boat turtled and bent its mast, which left him in the Challenger division. It was rough out there!!

As the week progressed, five more races were held to determine the winners in the Championship and Challenger divisions. Trophies were presented Thursday evening during a hog roast dinner. The regatta was originally scheduled to go through Friday, but, with the advancing record heat, the race committee successfully completed all races by Thursday evening. Everyone was anxious to get on the road and beat the heat.

So what are the benefits of being in a national regatta? First, you realize how serious some sailors are about their racing. Second, you learn on the racecourse how to follow the leaders who can read the wind like nobody's business. When I was flopping along, others were smoothly gliding by, having built up speed as their apparent wind increased. It's also great to see our boat builder, Harry Carpenter, help out our newest fleet member, Thomas Kraft, with advice

and assistance in making adjustments to his new Scot. Finally, you meet great people and create new friendships that carry over into other regattas and may even last a lifetime.

The volunteer effort needed for an event of this level is astounding. Fleet 83 members were helped by CSA members from other fleets to make our 150-plus guests feel welcome. Sailing brings together such a diverse group of people and skills. Besides our stellar race committee, there was the fleet member who is a retired jeweler, who shined and polished the traveling trophies as they arrived by auto, post, and FedEx. A computer-skilled member created an online registration process that kept all the other planners--and people across the country--up-to-date in real time on how many folks to expect. Our "fleet doctor" and nurse were on hand all week to offer advice and assistance on minor injuries. Professional and semi-professional photographers shared their expertise with terrific photos. (To view some of them, go to <http://csa-sailing.org/nacs/nacs2012.html> and click on the pictures link.) Key people kept the drinks flowing and the food coming. Others, regular sailors or not, just showed up ready to do whatever was needed.

Our guests made the work all worthwhile by being gracious and appreciative. One of our CSA members helped a couple who needed boat repair. After he refused their offer of monetary compensation, they made a \$75 donation to our junior sailing program!

So, if you get a chance to compete nationally, don't be intimidated, because there is too much to learn just by being there. You have nothing to lose. ▲

Sailing Marketing 101

Betty Struckhoff, FS 5430

Those of us who love being out on our boat, enjoying the wind in our sails between water and sky, sometimes find it hard to understand why there aren't more people who get into sailing. Most clubs have empty parking spaces for boats and friendly members who are welcoming to newcomers. What more can we do?

At the recent Flying Scot North American Championships hosted by Fleet 83 at Lake Carlyle, Illinois, we asked chief judge Allan Teske and the other judges to offer some insights at an informal presentation after Tuesday's lunch. Allan led the discussion and took us through Marketing 101 for sailing.

The first step is to know your club. What kinds of boats are suitable? What age groups are active? How about facilities--are there adequate hoists, storage space, areas for repairs, trailer storage? What restrictions do climate, water temperature, and available housing put on growth in membership?

Do you have the trained personnel to organize and implement the activities you would like to run? Are there good Principal Race Officers, people to present seminars, and staff and volunteers to run junior and adult training programs, open houses, and other activities?

Then ask what's missing. How can you

develop the facilities and club organization to reach the people who are most likely to take to the sport of sailing?

The next step is to define the club's philosophy. Whatever you choose is right. Just be sure the Board is behind it.

Once these steps are taken, it's time to have some fun. Remember it's not just about racing. All sailing activities complement each other and are feeders for each other.

To bring in potential new sailors, consider that people usually like to do things in groups. Look for organizations of people who are active and enjoy the outdoors. For example, you might invite a ski club to come out for a special party. Consider charging a small fee and include sailing, a picnic, and a T-shirt.

Next, look beyond your immediate club; interact with other sailors in the region. How about having a regional district series or a rotating junior series?

Jeff Maier, another judge at the NAC, brought up the issue of retaining members. Allan suggests keeping the fun going with informal club events. Parties do not have to be expensive or elaborate. Recognize new racers with gag gifts or restaurant certificates. Give a bar of soap for third place. Have a chili cook-off. Above all, don't let the hotshots pick on newbies; encourage them to mentor new racers instead.

Find ways to get diverse groups of sailors together in a party atmosphere, whether inter-fleet cookouts or informal chalk talks. Open up a junior membership category and encourage junior sailors to form their own organization with their own Board within the club.

Recognize that some people really like doing race committee. Keep them involved and show your appreciation. These folks make it possible for someone else to race instead of being on the committee boat.

In the group discussion, Flying Scot sailors brought up other ideas for club and fleet growth. One club has a certified instructor teaching an Introduction to Sailing class at a nearby community college. Another offers junior sailing scholarships to inner city schools. One, with 13 clubs and a college program in the region, cosponsors a youth party every Saturday in the season.

The common denominator in growing a sailing organization is finding like-minded groups that will enjoy the sport and the camaraderie – other fleets in your club, other sailing clubs in your region, other organizations with active outdoor people who are likely to enjoy a new activity. Then work with all of them to reach your goals.

And have fun! ▲



THE FSSA CLASS FLAG

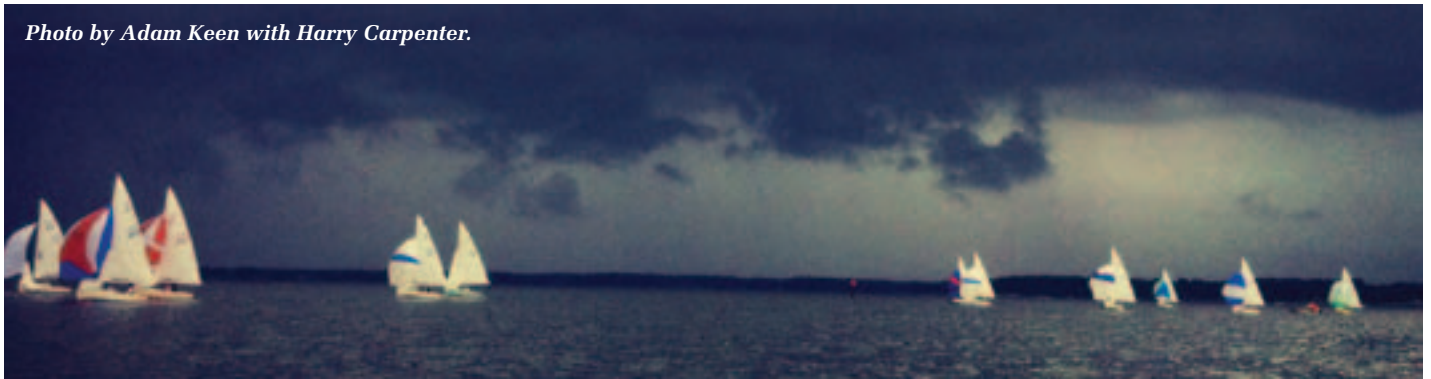
The FSSA now has available two color schemes for the FSSA Class Flag that can be used for Warning Signals. One flag is red with white lettering, the other is white with blue lettering. These are the same color schemes as numeral pennants #1 and #2 as defined in the Rule Book, "Race Signals". Red/White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

Price is \$25.00 plus \$6.00 S&H. To order please call FSSA at (800) 445-8629

An Adventure at Fishing Bay Yacht Club Invitational

Dave “Sailordave” Batchelor, FS 5164, *Batchelor Party Too*

Photo by Adam Keen with Harry Carpenter.



We enjoyed a great regatta at Fishing Bay Yacht Club in Deltaville, Virginia, in early August. We had 34 Scots on a separate racecourse which was in the mouth of the river running into the bay. This was inside a bit from where we raced the NACs in 2007. It was an easy sail out to the racecourse from the trailer ramps on the south side. We got in two excellent races Saturday afternoon in 8- to 10-mph winds. Then, by sailing toward shore, boats began helping the race committee make the decision to cancel the last race—there were thunderstorms that appeared to be passing to the south of us.

Or so we thought. Ray Merrill and I had just jibed onto port under spinnaker and felt the wind pick up enough to lift us onto a plane. Ray made some comment about how good it felt to be planing when, for some reason, I glanced back and saw that the storm had turned in our direction with a vengeance. I saw three Scots out of control with spinnakers ragging out in front and watched one round up and capsize.

I yelled to Ray at the top of my lungs to “get it down.” I grabbed the spinnaker halyard and was about to release it, when I realized he still had the pole in his hand.

What a mess that would have been—planing over the spinnaker! Thankfully he got it down quickly, just as the wind hit hard and we went off on a screaming plane. We were running out of room going that way, so I called for a gentlemen’s (aka “chicken”) jibe by tacking. After a couple of aborted attempts, Ray remembered the board was up part way. We managed to tack with the board down and took off on a very fast plane back toward the club in some strong wind. (See the Weather Epilogue below.) It was great fun! But then the thunder and lightning became more of an issue and we started looking for a pier to tie up to, so we could get away from the aluminum lightning rod we were carrying. We found a haven less than half a mile from the club. I managed to get us within about 10 feet of the dock before the wind set us back and Ray made a great sacrifice, jumping into water of unknown depth (thankfully only chest deep) to save us. We got sails down and ran to the house, where we stayed until the lightning passed.

The wind direction was such that you would be sailing dead downwind into the club docks and launching area, which was very crowded, so we elected to walk

to the club and get into some drier clothes for a while. Note that I said “drier,” not “dry.” I changed into a dry shirt under my foul weather gear and left my wet shorts and deck shoes on, as it continued to rain pretty hard for quite a while. We rested, had refreshments, and waited our turn for the crash boat that took Ray back to the Scot and towed him to the club at the launch ramp. We were the last boat out, and the rain had returned with a vengeance. Ray was soaked, and I got soaked directing the tractor drivers who retrieved my trailer from the hoist area and retrieved the Scot. I must comment that the launching team at FBYC did an outstanding job under those trying conditions and still had a smile on their faces. (Of course, it could have been because they knew we were last.) Many thanks to all who helped. They made a trying situation just an adventure.

Weather Epilogue

After hearing various comments about conditions encountered at the club, I was curious enough to call a few folks after returning home. Estimates of the winds averaged in the mid-20s, with gusts to 30

Continued On Page 19

Sailing Saratoga's 26th Annual Flying Scot Invitational Regatta

Diane Kampf, FS 5857, FSSA President



On August 10, Greg and I traveled once again to Saratoga Lake in New York for their annual Flying Scot invitational regatta (the 26th), and once again we had a great time! We started out at the Saratoga Race Course watching horses race and wondered if the results there were any indication of how our weekend would go: it rained most of the day, I lost \$38, and Greg won a little over \$3 (not quite enough to retire on). But back at the yacht club, we were treated to a nice dinner of pulled pork and roast beef that we shared with some great friends, and we met some new people as well. So we knew we were in for a great weekend, regardless of the weather or the sailing.

After dinner we settled down for the

night in our Roadtrek camper van parked right next to the club. We love camping there, since we can roll out of bed practically right into the boat. There were no other campers this year, but that did not disrupt our tradition of camping on club grounds.

There were sixteen boats, from Saratoga and other clubs in New York, from New Jersey and Pennsylvania, and we came in from Massachusetts. The split was twelve Championship and four Challenger, and two of the Challenger boats had young children as crew.

Saturday brought us a great French toast breakfast cooked right at the club, along with lots of rain and no wind. We spent a few hours watching films of sailing from the Olympics and got some helpful tips

from those super sailors on roll tacking and on keeping the spinnaker full throughout a jibe.

The forecast had been for 5-knot winds from the south, but by two o'clock the rain had mostly stopped and there was some good wind. We ventured out and had two races, one Gold Cup course and one windward-leeward course. With winds between 10 and 14 from the south, with just a few lulls, we spent lots of time on the rail and a little time hiking a bit harder. We had a really good day, with a 2nd place and a 1st place. In the first race we traded places a few times with a few boats, but in the second race we led from gun to gun and had a comfortable lead over the rest of the fleet. I have to say that it felt pretty good. We had never won a race at Saratoga before. Bernie Zabec and his crew, Bill Metz, had a 1st place and a 2nd place, so we were tied after Saturday's racing. We went back to shore and enjoyed a nice cocktail party followed by dinner at the club with the Seidmans and the Wesleys, watched a little more of the Olympics, then decided to get a good night's sleep.

On Sunday morning, we pigged out on pancakes and then went out in a west wind blowing about 5 to 8 that we hoped could last through a race or two. The race committee set up a shortened version of the Olympic course, with an upwind finish about one-third of the way up the last windward leg. The whole fleet went right while we went left, but Greg had this idea that the wind was lighter on the right, so that once the fleet got there, we would make out. Did I say how smart Greg is? Bernie and Bill went left with us and were not far behind. Paul Waterfield and crew Allen Miller had gone right but came back to the left before any of the other boats and



really made out on us. But then we got one puff that they did not get, which put us ahead of them. Meanwhile the rest of the fleet was still trying to get to the windward mark from the right, as we threw up our chutes and headed for the jibe mark.

The wind was dying as we reached toward the jibe mark, and we traded places a few times with Bernie and Bill once again, but they got stuck in a lull on the left and we made it to the jibe mark first. While we sailed to the leeward mark, the wind picked up only a little, and it came forward again and again, so we doused the chute before the leeward mark. As we rounded, we learned that the wind had shifted more to the south and the windward mark had been moved accordingly. As we headed toward the windward mark, we were thinking the course should be shortened, although the wind had picked up just a bit. We were a few boat lengths

short of the windward mark when the shorten-course flag went up. We crossed the line, got our horn...and we had 1st place and had won the Championship Division with 2-1-1! Bernie and Bill took second place with 1-2-2. Misha and Olga Gutin won the Challenger Division with 1-1-2, with Dave Osler and his grandson David Justin Osler taking second with 2-2-1. Congratulations to all the participants and winners, and thanks to Fleet 161 and Saratoga Lake Sailing Club.

We'd like to encourage anyone who wants a fun and relaxing weekend with great friends to consider putting Saratoga on their schedule for next year and beyond. It is always a great time! 🚤



Final Results for the 26th Annual Fleet 161 Regatta – Saratoga Lake, NY August 11 & 12, 2012

Skipper Name	Crew Name	Sail #	Division	Race 1	Race 2	Race 3	Total	Place
Greg Kampf	Diane Kampf	5857	Championship	2	1	1	4	1
Bernie Zabek	Bill Metz	2919	Championship	1	2	2	5	2
Marc Gordon	Phil Cardelfi	4240	Championship	3	4	6	13	3
Peter Seidman	Ann K. Seidman	4254	Championship	7	8	3	18	4
Rob Hayes	Suzy Haslup	4635	Championship	9	3	7	19	5
Samantha Butler	Colin Studenroth	2090	Championship	5	5	9	19	6
Paul Waterfield	Allan Miller	4866	Championship	8	6	5	19	7
Charles Kite	Charles Kite	5462	Championship	4	7	10	21	8
Bob Hamlin	Barb Hamlin	3211	Championship	6	10	8	24	9
Glenn Wesley	Dorothy Wesley	5919	Championship	13	9	4	26	10
Mark Fiorini	Scott Cramer	1612	Championship	11	12	11	34	11
Peter Ebert	Anne Williams	2644	Championship	12	11	12	35	12
Misha Gutin	Olga Gutin	2952	Challenger	1	1	2	4	1
David Osler	David Justin Osler	5217	Challenger	2	2	1	5	2
Tom Dunne	Danielle Dunne	2431	Challenger	5	3	3	11	3
Michael Aikey	Tom Adomat	3411	Challenger	3	4	4	11	4

Lake Kegonsa Full Moon Regatta Series

Ken Johnson, FS 2981

The Start



The Finish



Race One

Under the light of the July full moon, the Lake Kegonsa Sailing Club had eight boats at the start line for the first race of the 2012 Full Moon Regatta series.

Each Full Moon Regatta has the race start at sunset and finish under moon-glow. Races start off the Springers restaurant docks on Lake Kegonsa. Boats are launched and taken out at the Pleasant Springs boat launch a mile east of Springers. More important, the pre-race beer and sandwiches are at Springers. For Race One a crowd of more than twenty-five participated in the pre-race party and watched the race start.

The race mark locations can be seen at www.lksc.org. For Race One the winds, weather, and moon were a perfect storm as the boats raced around all three marks--north of Colladay Point, east to the Williams Point mark, south to the Country Club mark, and a downwind leg back to Springers. Under a full moon, the boats silently crossed the finish

line. Afterwards there were beverages at Springers and discussion of the results.

Race Two

At 8:00 p.m. on August 2nd, there was no wind. The pre-race party at Springers had started at about 6:00, so all sailors were happily finishing their tacos, beers, and other beverages...when a ghost of a wind appeared, at first barely noticeable but filling. Suddenly sailors scrambled to their boat locations on the lake or at the launch, a couple of safety boats offered tows, and at 9:00 p.m. a regatta was gathering under the light of the full moon. The Lake Kegonsa Sailing Club had six boats at the start line for the second race of the 2012 Full Moon Regatta series. A crowd of more than twenty-five attended the pre-race party and watched the race start from Springers full-beverage deck.

The winds stayed light but the moon was stunning. Given the light winds and late start, the course was shortened

to include only the Colladay Point and Williams Point marks (no legs to and from the Country Club mark). Within a three-minute span, five of the six competitors crossed the finish line under the full moon.

Race Three is Friday, August 31st--the August Blue Moon--the second full moon of August. Given the upcoming shorter days of fall, the third and final race will start no earlier than 7:30 p.m. (sunset), again from Springers. Boats can be launched and stored at the Pleasant Springs landing.

The "big change" for August 31st is that the regatta party will start after the regatta at 9:30 p.m., with pizza served at 10:00 p.m., still at Springers restaurant. Sailors and friends are invited to join the after-series festivities.

About the Lake Kegonsa Sailing Club

The Lake Kegonsa Sailing Club promotes sailing and organizes sailing events on Lake Kegonsa, Wisconsin. Now

Can you find the three boats?*The Moon*

in its tenth season, the LKSC organizes sailing races on Thursdays and Sundays from Memorial Day to Labor Day on Lake Kegonsa. On May 19, 2012, the club

sponsored the 10th Annual Syttende Mai Regatta [in recognition of the National Day of Norway—the Norwegian independence day—observed each year on syt-

tende mai, the 17th of May].

For more information about the Lake Kegonsa Sailing Club, go to the website at www.lksc.org. 🚤

Full Moon Regatta Race 1 Summary: Tuesday, July 3, 2012

Race No. 1 / Distance: 5 mi. / Low Rating: 78 / Start time: 21:00:00 hr / Wind SP: 7 knt / Beaufort: 3

Class	Boat	Sail #	Skipper	Rating		Finish Time	Elapsed	Corr Elapsed	Points
MC		2283	Jack	87.4	21:00:00	DNF			8
MC		1390	Lazenby	87.4	21:00:00	22:43:21	1:43:21	1:58:15	2
MC	Flat Bottomed Girl	1537	Wagner	87.4	21:00:00	22:38:29	1:38:29	1:52:41	1
Stratos		1119	Sylvester	87.4	21:00:00	22:47:02	1:47:02	2:02:28	4
FS	Mango	2981	Johnson	90.4	21:00:00	22:52:39	1:52:39	2:04:37	5
FS		5084	Jeff	90.4	21:00:00	22:47:00	1:47:00	1:58:22	3
FS			Dan		21:00:00				
S2			Sherman		21:00:00	DNF			8

Full Moon Regatta Race 1 Summary: Monday, August 13, 2012

Race No. 1 / Distance: 3.2 mi. / Low Rating: 78 / Start time: 21:22:50 hr / Wind SP: 6 knt

Class	Boat	Sail #	Skipper	Rating		Finish Time	Elapsed	Corr Elapsed	Points
MC		2283	Jack	87.4	21:22:50	21:59:10	0:36:20	0:41:34	4
MC		1390	Lazenby	87.4	21:22:50	21:58:50	0:36:00	0:41:11	3
MC	Flat Bottomed Girl	1537	Wagner	87.4	21:22:50	22:08:00	0:45:10	0:51:41	6
Stratos		1119	Sylvester	87.4	21:22:50				
FS	Mango	2981	Johnson	90.4	21:22:50	21:58:17	0:35:27	0:39:13	2
FS		5084	Jeff	90.4	21:22:50	21:57:25	0:34:35	0:38:15	1
FS			Dan		21:22:50				
			Steve	81.5	21:22:50	21:56:59	0:34:09	0:41:54	5
S2			Sherman		21:22:50				

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40" fixed length black anodized aluminum fluted tube w/black 'Hyperlon' grip and rubber ball end. Urethane universal joint offers unlimited movement & unique fixed or snap-on/snap-off mount system. Complete w/bolts.

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29" to 48" telescopic, same as Fixed X-10 above w/twist-lock adjustment. 'Hyperlon' grip on outer tube & ball end on inner tube, and urethane universal joint. Complete w/bolts.

Spinnaker Pole...

1.5" diameter pole w/heavy duty Forespar end fittings designed to snap on without pulling the continuous wire trip.

Tapered Aluminum Spinnaker Pole...

Light weight RWO tapered pole and end fittings with trip lines and center eye attached.

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Two-part bracket that bolts to the transom. Stand-off part stays with the engine so that bracket has a low profile when engine is not installed. The fittings that bolt to the transom & stand-off part are stainless steel w/hardwood board for engine clamps. Complete w/fasteners, template & instructions.

Bow Flotation Bag Kit...

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

Web Lifting Bridle...

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

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

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Ritchie Dome type Compass & Mount...

Features course minder movable bezel with heading indicator. Mount is molded fiberglass to fit the deck just aft of the mast and is held in place by shock cord for easy installation.

Plastimo Contest Tactical Compass & Mount...

3 5/8" card – read the horizontal surface for bearings. Read the vertical surface at the 45 degree lubber line, tack through 90 degrees and you will read the same number on the opposite tack's lubber line. Mahogany mount is held in place by shock cord for easy installation.



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Scottish Games

Paul Abdullah, C5787

One of the things I enjoy most about representing Dieball Sailing is that I get to sail a lot of different boats. I enjoy meeting the members of each class and learning from the class leaders why their class has succeeded for so many years. I'm sure this isn't the first time a person has done this, but this summer I was able to sail in the National Championships of all three boats designed by Sandy Douglass.

It all started in June with the Flying Scot North American Championships. I have been sailing the Scot for over a year and have enjoyed being a part of the class. This year we were holding the NACs in Carlyle, Illinois. I had never been there before and was looking forward to sailing there. When I arrived at the club on Saturday, the measurement team was quickly getting all the boats measured. Things went so smoothly that my crew, Alex Krumdieck, and I had time for a



round of golf. On Monday the breeze was up and blowing down the length of the lake, creating a nice chop. The sailing was awesome! We had a great day. On Tuesday the wind shifted almost 180 degrees and the velocity dropped to 5 to 8 knots. This provided a very unstable wind direction. The leaders of the 2nd-division start sailed through the 1st division due to the big holes of wind on the course. After the cut I was leading, but in the Scot class the scores are reset, so we were all back to zero. Wednesday through Friday the temps were forecast to be over 100. The winds weren't going to be that good either. The race committee did a magnificent job getting three races in on Wednesday and, after a long postpone-

ment in the morning, two races early Thursday afternoon. Jeff and Amy Linton sailed great to win the Championship!

My second adventure was the Highlander Nationals in Cleveland, Ohio, at Edgewater YC. My good friend Skip Dieball and I had just finished sailing against each other in the Interlake National Championship the week before, but this week we were going to team up and have Lindsey Pinkerton as our third crew. I had never been on a Highlander, but it looked like and reminded me of a Thistle, so I wasn't too concerned. We arrived late and had to rush through measurement. Then we headed out onto the lake for some practice. It was light

Continued On Page 16

Sarasota Sailing Squadron to Host 2013 Midwinters

John Domagala, FS 5577

The Flying Scot Midwinters will again be hosted by the Sarasota Sailing Squadron (SSS) this coming March. SSS first hosted the sanctioned event in 2011 as part of an alternating-year commitment with Southern Yacht Club. Sixty-seven boats participated in 2011, with nearly all of those promising to return, so we expect another strong turnout in 2013. Prior to the event, Davis Yacht Club will be hosting the warm-up regatta on the 9th and 10th. This is well attended, as it serves as the closing regatta for the Florida series as well as the Midwinters warm-up. The action moves an hour south to Sarasota for the 11th through the 15th.

Those who attended in 2011 will find no major changes in the program (but let's hope we can skip the Wednesday-night storm and the front that followed). Monday is reserved for measurement, a practice race, a welcome party, and the skippers' meeting. Racing starts Tuesday

and continues until Friday or until the scheduled eight races are completed, with a maximum of three races per day. Each day's races will start at midday, during the best breeze of the day (not to mention that the regatta chair firmly believes that no one should ever have to set an alarm to go sailing!). Post-race debriefing and refreshments will also be part of the schedule. Regatta dinners will be scheduled for a couple of nights, with a couple left open for you to check out the local offerings. Given the start times, there is no excuse not to take advantage of the many dining and evening entertainment options. Oysters and daiquiris seem to be popular with sailmakers, boat builders, and class officers, while finer dining may be preferred by others. There is something for everyone in Sarasota, from burgers and killer onion rings at the New Pass Grill & Bait Shop to dining al fresco at The Ritz... with everything in between.

Sarasota Bay is home to Flying Scot

Fleet 36, plus a number of snowbirds who sail year-round. We sail inside Longboat Key on emerald green waters that bring the Caribbean to mind. SSS has been host to a number of national and midwinter regattas; in fact, Sunfish midwinters will be ramping up as we conclude our regatta. We'll again use both hoist and ramp launching to accommodate a crowd this size. Parking is plentiful in the adjacent fields, and the beaches are just across the island for any non-sailing family members that accompany you.

Sarasota is a popular destination at this time of year. Those booking early will find a lot of options, ranging from hotels in town, to beach hotels, to condos and rental homes. Camping is allowed on club grounds, with motor homes limited by available space. Tent space is generally plentiful, and showers and facilities are open to participants.

Look for a Notice of Race and registration information later this year at fssa.com. See you at the club! 🏆

FLORIDA DISTRICT *Scottish Games – Continued From Page 15*

and lumpy! On Monday we awoke to the trees swaying from side to side. Our team was a little light compared to others, and it showed going uphill in the first race. But once we were able to turn the corner, we lit it up planing and surfing downwind, finishing 1st! During the second race the wind built to over 20 knots, and just as the leaders were rounding the leeward gate, the race committee abandoned for the day. Two boats capsized and had to be towed in. The entire fleet helped as the boats arrived in the marina. Both boats' rigs were broken, and everyone pitched in to help the skippers find parts so they could

sail the next day. Tuesday brought great conditions, and the RC ran four races. Our team did well, ending the day with 1-2-2-3. The Highlander class provides a throw-out; a number of teams were going to be back in it, once they dropped their worst race. Wednesday the winds shifted from the south and created a shifty racecourse. We posted another bullet, but Lee Sackett continued putting up great scores, meaning we hadn't sealed victory yet. The RC informed us (by VHF radio) that this was going to be the last race. Skip and I did the math and figured out we would win, as long as Lee didn't win or we finished

no worse than second. Lee sailed by and congratulated us before the start, so we knew he hadn't done the math correctly. We decided to have a little fun and sail us both to the back of the fleet. Once the plan worked, the wind died and shifted right 40 degrees! Oops. The fleet was left and that meant we were now leading the race with Lee in 2nd--not what we had planned, but we still controlled our own destiny. Lee got by us on the second beat, but we had a large lead on the 3rd-place boat. On the final beat we actually caught Lee and were one shift away from crossing his bow for

Continued On Next Page

the win, but he did an excellent job and was able to hold us off. After winning the Nationals, we spent the day at the yacht club pool. It reminded me of the scene in *Caddyshack*! What a fun group of sailors the Highlander class has. I look forward to being a part of the class again!

Last but not least, I headed west to San Diego for the Thistle Nationals. As many of you know, I have sailed the Thistle for over 20 years and have learned so much from the people I call “family.” I teamed up with Greg Griffin and Ryanne Gallagher. If you’ve ever been to a Thistle Nationals, you know that we pretty much take over a club when we arrive. Mission Bay YC did a great job welcoming us, as over 200 people, including crew and family, consumed their yacht club. At the bar—always entertaining—kept the drinks flowing Saturday night for the opening party! Sunday we went out for the practice race. The RC did several practice starts and then ran a windward beat. The seas were big but the winds were light. It made for tricky conditions up and down. Sunday night after dinner, we had a guest



speaker from the San Diego YC who gave us a short talk about the upcoming America’s Cup. It was exciting to see the technology of the big catamarans.

The Thistle class has a qualifying series that is part of its 7-race total. The format is 2-1-2-1-1 races per day. That makes for a long week and not a lot of sailing. It also takes a toll on your liver, if you let it! Tuesday after the cut, Skip Dieball was leading, which meant he was the winner of the MacLuff Goblet. As tradition has it, for the awards banquet the winner supplies a mint julep in the chilled trophy that must be passed around for all trophy

winners to take a sip. No worries about germs! There’s enough bourbon to kill just about everything, including us! On Friday, the regatta came down to the wire between David Tillson, Allan Terhune, and Skip Dieball, all 1 point apart, and Mike Ingham, 4 points behind Dieball, in a winner-takes-all scenario. Allan led race 7 wire to wire to capture his first Thistle Nationals. Skip came in 2nd, with Mike Ingham 3rd. As always, the regatta isn’t quite over until you’re home. The drive cross-country started after the Friday night banquet and continued for 37 hours. During that time, many Thistlers group-messed each other about all sorts of topics. I’d love to share everything, but out of respect for the guilty, I can’t!

The one thing I can tell you about all of the Sandy Douglass classes is that we are all a huge family. If you have a chance to sail in one or all of these classes, you’ll find out, as I have, that you’re welcomed, and before you leave you’ll be looking forward to seeing all your new friends at the next regatta. I know I am! Thanks to everyone. See you soon! ▲

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 Capital District – 1st
 Midwest Districts – 1st, 2nd, 3rd, 4th, 5th
 New England Districts – 1st
 Ohio Districts – 2nd, 3rd
 Buckeye Regatta – 1st, 2nd, 3rd, 4th, 5th
 Ephraim Regatta – 1st, 2nd, 3rd, 4th, 5th
 Deep Creek Sandy Douglas – 2nd
 Egyptian Cup - Whale – 1st, 2nd, 3rd, 4th, 5th
 Fishing Bay Annual – 1st



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Photo: Hew Hamilton

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Capitol District

Boat #5993/Fleet #: 0
K. Lee Herring
Michele Nathan
1917 Youngblood Street
McLean, VA 22101
Boat #6004/Fleet #: 0
David Saffhay
18 Cedar Court
Lakeville, PA 18438

Carolinas District

Boat #A153/Fleet #
Suzy Haslup
P.O. Box 967
Aiken, SC 29802

Dixie Lakes District

Boat #5405/Fleet #: 13
Scott Lee
1603 Shady Circle
Chattanooga, TN 37405

Florida District

Boat #5239/Fleet #: 36
Andrew T. Lindgren
4338 Corse Venetia Blvd.
Venice, FL 34293

Boat #5544/Fleet #: 90
Jim Bigham
6301 Coral Lake Dr
Miami, FL 33155

Boat #4156/Fleet #: 168
Robert Hobbs
81 Lagoda Avenue
Tampa, FL 33606

Greater NY District

Boat #5252/Fleet #: 46
Current Skipper #5252
Hempstead Bay
Sailing Club
19 Purdy Court
Rockville Centre, NY 11570

Boat #4723/Fleet #:
Jeffrey Undercoffler
4 Mary Lane
E. Haddam, CT 06423-1638

Michigan-Ontario District

Boat #/Fleet #: 0
G. Michael Golden
4147 Normandy Road
Royal Oak, MI 48073

Boat #5325/Fleet #: 182
Bulent Mutus
3567 Bruce Ave
Windsor, ON N9E4R9

Boat #992/Fleet #: 182
Doug Scheibner
826 Lincoln Road
Grosse Pointe, MI 48230

Midwestern District

Boat #/Fleet #: 0
Andrea Levinson
26 Ernst Drive
Glen Carbon, IL 62034
Boat #/Fleet #: 0
Rudolph Trejo, III
3841 N. Ravenswood Rd
Chicago, IL 60613

Boat #4786/Fleet #: 83
Thomas Baker
66 Horseshoe Lane
Litchfield, IL 62056

Boat #3163/Fleet #: 140
Daniel Meshbesh
2320 Nottingham Court
Minnetonka, MN 55305

Boat #5394/Fleet #:
Robert Gleeson
9705 Lakeside Drive
Bayside, WI 53217-6103

New England District

Boat #6006/Fleet #: 0
David P. Sommers
20 Thornberry Lane
Sudbury, MA 01776

New York Lakes District

Boat #5230/Fleet #: 0
Sharon Herring
33 Herring Drive
Fishkill, NY 12524

Boat #4484/Fleet #:
William Liipfert
59 Sureyfield Drive
Queensbury, NY 12804

Ohio District

Boat #5961/Fleet #: 200
Emily B Christman
1525 Odman Dr
Chesapeake, VA 23321

Pacific District

Boat #1864/Fleet #: 0
Rodger Beard
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Boat #6003/ Fleet #: 0
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Southwest District

Boat #1428/Fleet #: 170
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Witchita Falls, TX 76308

An Adventure at Fishing Bay Yacht Club Invitational – Continued From Page 9

CAROLINAS DISTRICT

mph. I'm sure there was quite a range over the area. I suspect we saw about 25, but you could feel occasional puffs that were higher. As one person recalled, "It was like sailing on a knife edge with no room for error."

I had an excellent conversation with PRO David Lee a couple of days after the regatta to get some additional information about the conditions the race committee observed. The RC was watching the storm on radar, but the one that hit us appeared to develop very rapidly just to the northeast of the line they were watching. That put it right on top of us very quickly. Winds at the weather buoy in the area showed a gust of 32 knots (that's 36.8 mph for us lake sailors) or, to put it another way, way too much. David Lee estimated it was probably averaging around 30 in the puffs for about 20 minutes.

Bet there will be some real sea stories at the next social, or perhaps for Scots n' Water. Four Scots went over, all with spin-

ners still up. Most of the survivors had taken spinnakers and mains down, and quite a few had all sails down. David estimates boats with bare poles were probably doing about 5 knots toward the club. Some boats came roaring in under sail and had to beach their boats because there was no more room at the dock. One boat came in under spinnaker and had to round up and capsize to avoid T-boning a capsized Scot.

This reduced sail strategy was only possible because the wind was blowing toward the club. Luck is good sometimes, but you might use this opportunity to consider how you would handle a situation with the wind blowing away from your destination. We should also remind ourselves to keep a watchful eye in the direction of a storm that causes cancellation of a race. Storms are the result of instability in the atmosphere and therefore don't always behave as we expect.

Apparently none of the four capsized Scots turtled, which made rescue somewhat easier. Several people involved in

the rescue effort commented that the crews had a difficult time getting back into the boats, as none of them had a ladder or other device to assist them. Note that the ladder works in either direction; you can climb up onto the bottom of the boat when turtled. This is a nice feature when the water's cold.

I don't have all the details but think it very noteworthy that the volunteers from FBYC stayed out in the height of the storm and the long rainy time afterwards, rescuing boats and seeing to it that everyone got in safely. Our sincere thanks go out to all of them.

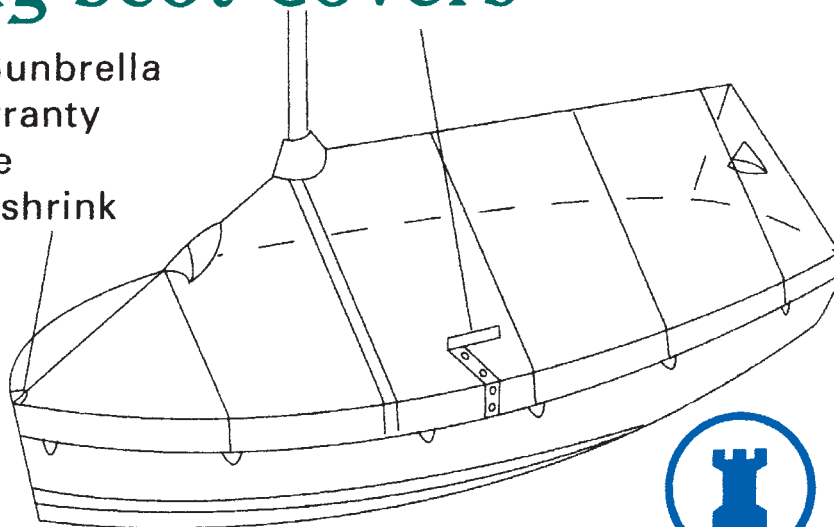
We are fortunate that we sail a stable boat and that we rarely encounter storms like this. However, it is a good reminder to always watch the weather and also to remember that the decision to race or not to race is the responsibility of each boat's crew. Remember PRO Dave Lee's priorities for the event: run a safe race, a fair race, and a fun race. I like that ideal, and I'll definitely be back next year. 🌊

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FS 2636 Douglass built 1974, **\$5,000.00**. Contact: Ted Weihe, Sarasota Sailing Squadron, 571-228-5939, Picardy210@gmail.com

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FS 4393 Douglass built 1987, **\$3,000.00**. Contact: Richard Johnson,

Hampton Bay, NY, 646-703-1256, johnson@thedaily.com

FS 4711 Douglass built 1990, **\$6,800.00**. Contact: Abbie Fassancht, McHenry, IL, 815-355-1699, agfjhf@comcast.net

FS 4849 Flying Scot, Inc. built 1992, **\$7,500.00**. Contact: Mike Mossberg, Island Park, (South Shore LI.), 516-851-3632, mikeyp41@optonline.net

FS 4909 Flying Scot, Inc. built 1993, **\$8,500.00**. Contact: Columbia, SC, tsmithlawfirm@aol.com

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FS 5415 Flying Scot, Inc. built 2001, **\$11,000.00**. Contact: Dan Via, Williamsburg, VA, viasudan@aol.com

FS 5466 Flying Scot, Inc. built 2002, **\$12,000.00**. Contact: Noel Clinard, FBVC, Deltaville, VA, 804-338-4066, nclinard@hunton.com

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FS 5939 Flying Scot, Inc. built 2011, **\$18,500.00**. Contact: John Corson, Hanover, NH, 603-643-5641, john.a.corson@dartmouth.edu

STARTING LINE

STARTING LINE Calendar Of Monthly Events (FROM APRIL 2012 – NOVEMBER 2012)

CSA Annual Whale of a Sail Regatta 09/15/12 - 09/16/12

Carlyle Sailing Association
Info: courtney@jee.com

2012 New York Lakes Districts 09/15/12 - 09/16/12

Otsego Sailing Club
Info: courtney@jee.com

Patty Applegate Memorial Regatta 9/15/12

Toms River Yacht Club
Info: fs2601@AOL.COM

Sail for the Grail -- Annual Fleet 80 Regatta at Lake Arthur 09/15/12 - 09/16/12

Watts Bay, Lake Arthur, Moraine
State Park
Info: bishop@maya.com

2012 Flying Scot Atlantic Coast Championship 09/22/12 - 09/23/12

Edenton Yacht Club
Info: alanobackus@eaton.com

Dixie Lakes District Championship 09/22/12 - 09/23/12

Lake Lanier Sailing Club
Info: rikimapa@bellsouth.net

2012 Michigan Hot Scot Regatta 09/22/12 - 09/23/12

Portage Yacht Club
Info: hawkins.brian@sbcglobal.net

Great Scot Regatta 09/28/12 - 09/29/12

Birmingham Sailing Club
Info: tpack442@centurytel.net

Cedar Point Yacht Club Fall Classic 09/29/12 - 09/30/12

Cedar Point Yacht Club
Info: fs2601@AOL.COM

2012 FSSA Wife Husband Regatta 10/06/12 - 10/07/12

Info: f.gerry@mchsi.com

QYC CHAOS Cup - End of Season Annual FS Regatta 10/6/12

Quannapowitt Yacht Club
Info: sb30004@gmail.com

Florida Circuit #1, Miami 10/13/12 - 10/14/12

Coconut Grove Sailing Club
Info: stewdrew1@yahoo.com

FS Open House Regatta, Dallas, Texas 10/20/12 - 10/21/12

Corinthian Sailing Club, White Rock
Lake, Dallas, TX
Info: mittmans@gmail.com

Wurstfest, Canyon Lake, TEXAS 11/02/12 - 11/04/12

Lake Canyon Yacht Club
Info: powers_christopher@hotmail.com

Fall 48 Lake Norman YC
11/03/12 - 11/04/12

Info: robertmfields@gmail.com

Florida Circuit #2, Sarasota 11/03/12 - 11/04/12

Sarasota Sailing Squadron
Info: stewdrew1@yahoo.com

Florida Circuit #3, Jacksonville 12/01/12 - 12/02/12

Rudder Club
Info: stewdrew1@yahoo.com

FSSA 2013 Midwinter Regatta 03/11/13 - 03/15/13

Sarasota Sailing Squadron
Info: limerun@gmail.com

2013 Wife-Husband 06/29/13 - 06/30/13

Deep Creek Lake
Info: ravance@zoominternet.net

Lake Michigan Championship Regatta 07/20/13 - 07/21/13

Milwaukee Community
Sailing Center
Info: courtney@jee.com



1ST PLACE FLORIDA DISTRICTS AT CHARLOTTE HARBOR
1ST PLACE LABOR DAY - EUSTIS SAILING CLUB
1ST PLACE GREAT SCOT REGATTA - BIRMINGHAM SAILING CLUB
1ST, 2ND, 3RD(*), 5TH FLORIDA DISTRICTS AT EUSTIS
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2ND(*), 3RD PLACE MIDWINTERS
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