

# SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 58 | NUMBER 2 | 2014



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*One Design*

Allan Terhune (410) 280-3617  
[allan@od.northsails.com](mailto:allan@od.northsails.com)

Brian Hayes (203) 877-7627  
[brian@od.northsails.com](mailto:brian@od.northsails.com)

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**Flying Scot® Sailing Association**

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One Windsor Cove, Suite 305, Columbia, S.C. 29223

Email: [info@fssa.com](mailto:info@fssa.com)

803-252-5646 • 1-800-445-8629

FAX (803) 765-0860

Courtney LC Waldrup, Executive Secretary

**PRESIDENT**

Frank Gerry\*  
37 Briargate Circle  
Sugar Grove, IL 60554  
630-466-1161 • [f.gerry@mchsi.com](mailto:f.gerry@mchsi.com)

**FIRST VICE-PRESIDENT**

John Domagala\*  
6119 9th Avenue Circle NE  
Bradenton, FL 34212  
941-748-3577 • [limerun@gmail.com](mailto:limerun@gmail.com)

**SECOND VICE-PRESIDENT**

Bill Vogler\*  
9535 US Highway 51 North  
Cobden, IL 62920  
618-977-8590 • [wvogler@siu.edu](mailto:wvogler@siu.edu)

**SECRETARY/TREASURER**

Bill Dunham\*  
700 Route 22, Trinity-Pawling School  
Pawling, NY 12564  
845-855-0619  
[bdunham@trinitypawling.org](mailto:bdunham@trinitypawling.org)

**COMMODORE**

Diane Kampf\*  
185 Union Street  
Whitinsville, MA 01588  
508-234-8047 • [dianekampf@charter.net](mailto:dianekampf@charter.net)

**IMMEDIATE PAST COMMODORE**

Charles Buffington\*  
490 Broadmoor Avenue  
Pittsburgh, PA 15228  
412-388 1666 • [buffingtoncw@anes.upmc.edu](mailto:buffingtoncw@anes.upmc.edu)

**FSSA MEASURER**

Robert J. Neff\*  
PO Box 681747  
Charlotte, NC 28216  
443-994-1932 • [neffenterprise@yahoo.com](mailto:neffenterprise@yahoo.com)

**EDITOR, SCOTS n' WATER**

Kay Summerfield\*  
1035 Horse Pen Swamp Road  
Washington, NC 27889  
252-946-0505 • [slokay@earthlink.net](mailto:slokay@earthlink.net)

**AMENDMENT COMMITTEE**

Dan Goldberg\*  
342 Middlegate Dr.  
Bethel Park, PA 15102  
412-831-1042 • [samoyed4@verizon.net](mailto:samoyed4@verizon.net)

**WEBPAGE EDITOR**

Diane Kampf\*  
185 Union Street  
Whitinsville, MA 01588  
508-234-8047 • [dianekampf@charter.net](mailto:dianekampf@charter.net)

**PARLIAMENTARIAN**

Larry Taggart\*  
5809 Memphis Street  
New Orleans, LA 70124  
504-482-7358 • [taggline@usa.net](mailto:taggline@usa.net)

**DESIGNER (1904-1992)**

Gordon K. Douglass

\*Denotes Executive Committee Members



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**Attention Web Surfers / E-mail Users:**  
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Visit it at <http://www.fssa.com> with your favorite browser.

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

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**PROOFREADER:** Deb Aronson - FS 5987, Clinton Lake Sailing Association

**STAFF EDITOR/PROOFREADER:** Nancy H. Cooper (800) 445-8629.

**ADVERTISING:** Christina Hicks (800) 445-8629.

**Cover Photo:** Bill Pfund, FSSA Michigan-Ontario District Governor, [Pfund5@charter.net](mailto:Pfund5@charter.net)  
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# From the President

Frank Gerry, FS 6060



**I**s spring coming? Where I'm sitting here in the Midwest it's -16F... At least it's sunny! OK – all you southern folks stop laughing at our polar vortex!! Despite the cold, I am thinking about our Flying Scot and when it will be warm enough for us northerners to sail. Rest assured, my nomadic instincts are beginning to emerge and I can imagine hitting the regatta circuit and feeling warm breezes any day now.

Meanwhile, I've also been thinking about the events of 2013, what 2014 might bring, and what we Flying Scot sailors can do to further strengthen our class.

Sailing continues to capture the public's imagination and to evolve. We have seen amazing technology in play at the America's Cup, incredible speeds displayed over unique race courses, and a catering to the televised and live audience almost as a priority over the actual sailors' desires. We have seen emergence of new classes into the competitive sailing world and have seen other classes fade away at a spiraling pace. It makes one wonder what these events, classes, and designs will look like in 10 years ... One thing for certain ... the high-quality, long-lasting Flying Scot will be there, totally recognizable and hopefully with many new sailors that we don't have today.

Speaking of the regatta road, I often have conversations with other Flying Scot sailors (over a beer or two) about how we are doing as a class, how other classes that we get compared to are doing, and what our future might look

like. Of course, everyone's crystal ball is different and you can hear the old saying – “past performance is no indication of future returns” — reverberating on and on. Still, there is one very cool statistic on past performance that I would like to share with you.

John Domagala, our FSSA 1st VP, sent me this interesting compilation of the average number of participants attending the National Championship regattas over the last three years. (From SA contributor Roger Jolly) It is ranked from highest to the lowest of the 25 top-ranked one-designs. Please look closely, it's pretty remarkable.

- 1 Laser Radial - 135.67
- 2 Sunfish - 79.33
- 3 Thistle - 74.00
- 4 E Scow - 71.00
- 5 **Flying Scot - 67.67**
- 6 MC Scow - 67.33
- 7 Laser - 63.67
- 8 C Scow - 62.67
- 9 Lightning - 55.33
- 10 Formula 18 - 53.00
- 11 Albacore - 51.00
- 12 Hobie 16 - 42.33
- 13 29er - 41.67
- 14 Snipe - 40.33
- 15 J/22 - 39.67
- 16 Ensign - 37.33
- 16 Shark - 37.33

- 18 Etchells - 36.00
- 19 Atlantic - 35.67
- 20 Star - 34.33
- 21 A Class - 34.00
- 22 Cal 20 - 33.33
- 22 Y Flyer - 33.33
- 24 Interlake - 33.00
- 25 J/105 - 31.33
- 25 Viper 640 - 31.33

Yes, numbers don't tell the whole story, but we look pretty good. We are certainly more than holding our own in some select company! A few more numbers and thoughts to ponder as you look at the top boats. There are approximately 200,000 Laser hulls manufactured. Sunfish hulls are around 500,000 – these two single handers are probably the most populous sailboats in the world. Thistles and Flying Scots have some strong bloodlines and loyalties going back many years. The Scow family goes back even further than we do and these three models are going strong. That's pretty much your top eight – all averaging over 60 boats registered for the national championships over the last three years.

OK, now back to the future. Let's continually think about growth and rejuvenation. If you know friends, families, or aspiring young sailors who might be interested or others that just might need a friendly nudge to get back going, please get creative and invite them to come with us and give it a try — We are here for the long run. 🚢

# 1/6th Scale Model of a Flying Scot

Steve Last, FS 4979, Fleet 41, Crystal Sailing Club, Crystal, Michigan

A few years back, I envisioned having an accurate model of a Flying Scot for display in my home. A good model starts with a good drawing. Through research I discovered that a lines drawing of the Flying Scot does not really exist. Instead a plug, or pattern for the molds is the only true rendition of our Flying Scot and it resides with our builder at Flying Scot, Inc. in Maryland. I read somewhere in *Scots-n'-Water* that a lines drawing was published in *Yachting Magazine* around the introduction of the Scot back in 1957. *Yachting* is no longer published so I searched for it on eBay and won an auction for two thick blue books containing all the 1957 issues bound together. I was excited when I found the article that contained a photo of the prototype, a lines drawing, and an introduction for the Flying Scot, but to my disappointment, the lines plan lacked the accuracy, scale and square I needed for my model. I determined my next step was to measure my own boat to make the model I envisioned.

I came across an article in *Wooden Boat Journal* about how to take lines from an existing hull. Yet another challenge in itself, I undertook the project to measure my own boat in my garage on a quest for the elusive lines drawing. First I had to build a hoist to take the boat off the trailer, then square her up with laser levels and develop a grid system drawn on my floor with a Sharpie. I built a tool to take meticulous point measurements to create a table of offsets that would be required for making a lofted 3-D CAD (computer-aided

design) solid model. A lot of time and problem solving was required and as a high school CAD teacher I enjoyed this challenge very much! I can really appreciate all the work and dedication Flying Scot designer Gordon K. Douglass and builder Harry Carpenter have put forth into bringing this quality boat to the sailing public. The CAD model at 1/6th scale was sent to a CNC machine (a computer controlled router) and the hull was machined into a resin material to be used as a plug for my molds.

I considered vacuum forming to speed up the production of producing the hull and deck but decided on the slower, more labor-intensive process of building molds and laying them up using cloth and epoxy resin. To my amazement the hull and deck popped out of the molds, with minimal persuasion, and I had my first boat, centerboard trunk, centerboard, and rudder head. Spars, sails, and fittings were the next challenge and I again leveraged my CAD skills to produce the parts to fit the model out. After measuring all the stainless parts on my full size boat I sent a CAD file to a company in California and they chemically etched them onto



a thin sheet of stainless steel. I used 3-D printing services to make the various parts including the winch box and bow handle. A laser cutting service was used to cut the rudder blade and masthead fittings from aluminum sheet. Airex sail panels were computer cut to provide a nice sail shape and were sewn together by a friend. Coincidentally, a maker of miniature Harken blocks and hardware lives within miles of me and I hope to use his fittings on my boat. I consider this first boat to be a prototype and will need to do some fine tuning before building the next boat with the quality and fit I desire.

It has taken over two years in my spare time to get the model to this point and I took a break this past year. Small details yet remain before I can call this piece of art truly finished. Although I see this as a static display model capable of sailing, many of my sailing friends have suggested a radio control version. For me, I'll just be happy to see a scale model of my Flying Scot on display in my home and sail the real Flying Scot for years to come. ▲



## Acrylic Flying Scot Covers

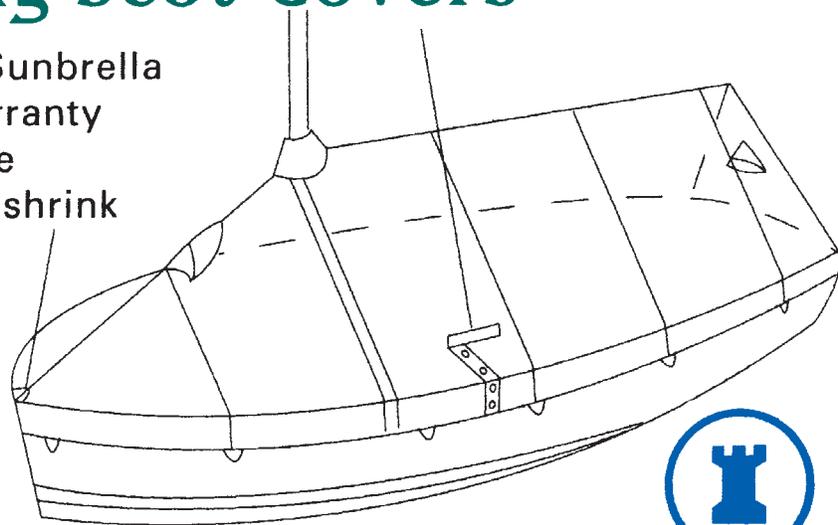
- made with 1st quality Sunbrella
- material has 7 year warranty
- light and easy to handle
- will not rot, mildew, or shrink

### Features

- Cover has a tent-like fit
- Delrin zippers with flap
- Velcro enclosures for stays
- Hooded mesh vents
- Loops along hem for tie-down
- Hidden seams for UV resistance
- Heat cut edges will not fray
- Flat covers also available

### Options

- UV proof Goretex thread
- Drawstring/shockcord in hem
- Sail # installation
- Custom multi-color panels/trim



### Prices

Cover	white	blue	other
6" skirt	\$450	\$459	\$481
Full-sided	\$572	\$588	\$591



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# Bow Block Replacement

Bill Pfund, FS 5193

If you've ever crawled under the foredeck of your boat and looked up to the area where the forestay and jib tack extender cables pass through the deck, you may have noticed that there is a thick block of wood glassed to the underside of the deck directly under the bow stem fitting (bow handle). This block, which looks a bit like an upside-down pyramid with the point chopped off, provides extra stiffness to the deck at this high stress area and acts as an anchor point for some of the stem fitting screws. The block also plays a role in maintaining proper rig tension because it deflects the

forestay slightly (increasing tension) as the forestay runs through a hole in the block and out through the stem fitting.

Soon after buying my used 1998 Flying Scot, Inc. built boat in 2004, I noticed a split in the fiberglass covering my bow block and I knew immediately that this was an ominous sign of a problem that needed attention. Despite knowing this, I buried my head in the sand and ignored the issue for several years. By the end of the 2011 season, however, I could ignore the problem no longer when I discovered that the same chainplate and turnbuckle settings that I had used for years would no

longer maintain optimum rig tension and mast rake (I use the tight rig set up). The reason was that dry rot had finally affected enough of the bow block that it was no longer strong enough to deflect the forestay as it once did, resulting in reduced rig tension. My options at this point were; (1) do the right thing and replace the rotted block, or (2) keep ignoring the problem, adjust the forestay turnbuckle to re-establish proper tension and rake, and hope that the dry rot didn't spread to the surrounding balsa core in the deck. I chose option #1, and finally addressed something I should have done years earlier.



1. Original bow block showing the with telltale split
2. Repair area with rotten bow block and wet balsa core removed
3. New bow block and balsa glued in place
4. The completed repair.



Replacing the bow block is simple enough in principle if you have experience working with epoxy and fiberglass. All you have to do is cut the fiberglass around the base of the block, chisel out the old block, epoxy in a new block, and finish off the repair by covering the new block with several layers of fiberglass mat or roving. In practice, however, the repair is complicated somewhat by the tight confines of the work area and the issues associated with trying to apply epoxy and/or polyester resin to a surface over your head. Turning the boat over would alleviate the latter issue but would present other challenges such as figuring out how to properly support the inverted boat while still allowing access to climb inside the forepeak. I opted to keep the boat upright and try to minimize the amount of debris and resin that fell in my face.

Before climbing into the bow to begin the repair, I removed the screws from the stem fitting that went through the deck into the bow block. Then, after wiggling

myself into the forepeak (a sight to see I'm sure), I used a Dremel-type rotary tool with a cutting disc to cut the fiberglass around the base of the old block. I was then planning to chisel the old wood away, but turned out to be unnecessary because what I found inside the fiberglass shell was essentially just wood dust as dry rot had affected the entire block. While cleaning up the underside of the deck to prepare it for the new block, I noticed some discoloration in a few pieces of the surrounding balsa core. So, I cut away the fiberglass in the surrounding areas and found that the 4 pieces of balsa surrounding bow block were wet but not yet rotten. I removed these pieces of balsa, expanding the repair area until I was left with good, dry balsa around the entire perimeter.

I obtained a new bow block (now made from pressure-treated wood) and balsa core from Flying Scot, Inc., and glued them into place using epoxy. The sections of balsa core adhered well to the underside of the deck and stayed in place despite the pull

of gravity due to their light weight. The bow block, however, had to be held in place with screws from above through the stem fitting. After the new wood was in place, I filled any gaps between the blocks using epoxy thickened with colloidal silica (to keep it from dripping in my face) and finally completed the installation with multiple layers of fiberglass roving and epoxy. After replacing the screws in the stem fitting and boring holes in the new block for the forestay and jib tack extender — using the holes in the stem fitting as guides — the repair was complete.

Overall, the repair process was simple and straightforward. After finding just 4 pieces of wet balsa around the original bow block, I consider myself fortunate that more of the deck was not affected since I waited so long to heed the warning signs that clearly indicated that I had a problem. But best of all, I discovered that the optimal rig tension and mast rake were “magically” restored using my original rig settings once the project was complete. ▲

## MAKING WAVES!



Photo Yvonne Pottharst



[www.ullmansails.com](http://www.ullmansails.com)

Dave Bolyard  
Ullman Sails Gulf Coast  
[gulfcoast@ullmansails.com](mailto:gulfcoast@ullmansails.com)  
(985) 626-5638

Jerry Latell  
Ullman Sails Virginia  
[jerry@ullmansails.com](mailto:jerry@ullmansails.com)  
(804) 776-6151

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# A Sailing Vacation in Northwest Michigan

Phil Hertzler, FS 4879



Chart of the west end of Lake Charlevoix where it connects to Lake Michigan via Round Lake (from NOAA Booklet Chart 14942).



The crew.

Sailing on my home lake at Crystal Sailing Club in Crystal, MI (one hour almost due north of Lansing), is always a joy, but sometimes it's nice to sail in a different setting. We usually rent a cottage "up north" in Michigan the first week of August, and this year we decided to make it a day sailing vacation. We reserved a cottage on the north shore of Lake Charlevoix, the third-largest inland lake in Michigan with 27 square miles of area and 56 miles of shoreline. Lake Charlevoix is wishbone shaped, with each arm about eight miles long. The wider north arm runs northwest-southeast to end at Boyne City, while the south arm runs nearly due south to end at East Jordan. At the northwest end, Lake Charlevoix connects to the much-smaller Round Lake at

the town of Charlevoix, which is joined to Lake Michigan by a ¼ mile run of the Pine River under a drawbridge.

Monday: we drove the 2 ¾ hours from Mt. Pleasant to our rental cottage on the north-west shore of Lake Charlevoix, arriving around 11:00. The weather was overcast with a 7 mph southwest wind. After lunch we launched the boat from a rough ramp at a public beach near Oyster Point, a couple blocks from our cottage. A local stopped to watch us rig and raise the mast, and commented that he knew of only one tow truck in the area to pull us out if we got stuck. When I asked if he knew anyone who had launched from that spot he replied, "Not in the last 26 years!" We launched without a problem since the water dropped off quickly from

the beach, paddled around to the dock at our cottage, and tied up. A band of rain was on its way in so we put up the cover to wait it out. Through binoculars we watched some JY-15's from the Charlevoix Mariners sailing club practicing off Depot Beach until the rain began around 4 PM.

The rain had passed by 6 PM, leaving a gentle southeasterly wind in the mid 60's for our shake down sail. Along with my wife, Jessica, and 9-year-old son, Nicholas, we had two novice sailors, Jessica's sister, Jennifer, and her son, Robert, aboard, so I explained the points of sail as we glided around "our" part of the lake. It was a delightful evening sail and we waved to several keelboats that were also out. I noted that the wind coming off Lake Michigan was steadier compared to the gusty and

shifty winds of much smaller Crystal Lake (Montcalm County). Back at the dock we learned that clove hitches hold better than half hitches on metal dock posts, after we drifted away held only by the bow line while we were rolling the mainsail!

Tuesday: Needed to adjust mooring lines to avoid rubbing the rail against the dock posts. Mostly cloudy skies with SSE winds at 7-10 mph, which made it difficult to get away from the dock directly into the wind. Once past the hoists it was easy sailing across to the channel to Round Lake, then past the morning session of the Mariners in their JY15's. A sailing school instructor motored out to make sure we weren't wayward students in the school's Scot (#1933), bid us good day, and returned to his charges. After dropping off three passengers, Jennifer and I continued sailing east past Oyster Point and its million dollar homes. It was remarkable how much livelier the boat became with 375 lbs. less weight. Returning to the dock was even more difficult directly downwind. I needed to jump in the water to get things under control, and gained a healthier respect for a lee shore.

We topped off the day with a trip to Petoskey State Beach, visit to nearby Kilwin's Chocolate Factory, and dinner at Weathervane in Charlevoix.

Wednesday: Vivid thunderstorm last night but morning revealed the boat had weathered well on the lee side of the dock. Set out around 10 AM, after a minor casting-off mishap, close reaching briskly in 12 mph winds across toward Two Mile Point. Nicholas became nervous when we were halfway across, being so far from shore. I was still nervous about a rigging adjustment in this wind so our sail was rather short, and we broad reached back across the lake. We came in fast to the dock, turned into the wind and managed to manhandle the boat with a few shouted commands. My companions enjoyed the sailing once under way but found leaving and returning to dock rather too exciting. At 11 we drove down to Boyne City for lunch at Thick & Juicy, then drove south to hike a 3-mile loop of the Jordan River Pathway. We returned to Charlevoix for dinner of take-out pizza, watching the Charlevoix Yacht Club Wednesday night

summer PHRF series with 20 boats out our front windows. We managed to start a fire on the beach at sunset, despite the wet wood.

Thursday: Morning 54° with 3 mph winds from the SSE. The wind was too light to sail for a change, so we climbed Avalanche Hill and had a great lunch at the Red Mesa Grill in Boyne City. 15 mph west winds came up in the afternoon, with many boats out, including the Mariners in their JY15's. Several JY15 capsizes were observed, which typically righted within 30 seconds. Many dinghies were observed tacking through the narrow channel, so the locals must know how to do it. At 6 PM we went for a gentle sail, beating along the shoreline around to the channel, past the JY15's racing session. I let Nicholas take the helm by himself for the first time on the reach back across to the cottage. We were able to coast up to the dock this time with no drama.

Friday: Finally got the rig tensioned properly after reviewing the guides from Flying Scot Inc. and North Sails. We visited Depot Beach while waiting out the stronger winds (west 19 mph with 29 mph gust at 4 PM). The sailing school boats had raised small mainsails and put up life vests for mast head flotation, but a couple of capsizes still occurred. I talked to one of the instructors and learned that the sessions



*Looking through the channel into Round Lake to the drawbridge with Lake Michigan beyond.*



*Charlevoix Mariners sailing school.*



*FS 4879 at cottage dock, with Charlevoix Yacht club Wednesday night race in background.*



*Nicholas at the helm.*

were one week, either morning or afternoon for 3 hours, and the kids typically ranged in age from 8 to 13. Older kids or experienced volunteers would go out with 2-3 students on each JY15, otherwise they wouldn't have enough weight to stand on the centerboard. The instructor mentioned they were taking their two Bugs to a regatta at Harbor Springs this evening. We went out at 8 PM under main alone when winds had eased to 10 mph. I didn't feel bad since big 40 footers had been using either main alone or jib alone earlier. The wind had veered to the north, which finally made for easy dock leaving and return. The boat had plenty of speed, which was a pleasant surprise to me as it was the first time I'd sailed with main alone. Nicholas snapped a photo of the sight-seeing boat Keweenaw, which blew its horn when he waved. The sunset was gorgeous blue and salmon as I tidied up the boat for the night.

Saturday: Sunny and calm morning, 51°. Several big boats made an early passage through the channel, perhaps for the Charlevoix Yacht Club's Power and Sail to Elk Rapids today. The temperature was 65°, west winds at 9 mph at 11 AM. (Note to self: skipper should double-check all passengers have their PFDs before leaving the dock.) The wind was coming right down the channel to Round Lake and I did a few tacks to get the feel of the approach. I wouldn't be comfortable entering it without a motor in that confined, busy space. We shadowed the 40' catamaran Sunshine II when she came out around 11:30. Nicholas learned to lower and raise the centerboard, handle the bumpers, and take pictures. I noticed he had more interest in sailing having jobs to do, while his mother preferred to relax and sightsee instead of work (she noted that she was on vacation after all). After a practice run past the dock we came around into a larger space next door but forgot to watch out for the lee dock posts – as I was turning into the wind our main sheets got caught one and brought us to a screaming halt. Our final adventure involved retrieving the boat onto the trailer, which we did from the shoreline in front of our cottage this time. Without going into the details, I'll just say a clutch repair was needed for the car after this trip (but it was due for one anyhow!).



*Racing the Sunshine II.*



*The beach where we hauled out.*

On our way home we took a peek at the Walloon Lake public boat ramp at the end of Sumner Road. What a beautiful lake, surrounded by forested hills, but a steep, intimidating ramp!

We returned home without incident. Overall we had some great sailing experiences, despite the stress of leaving and returning to the dock. In retrospect, we should have paddled out and then raised the sails and I wish I'd been a bit bolder

in venturing farther from our dock. We made some mishaps due to inexperience and some due to inattention. Hopefully our experience will reduce the former in future sailing vacations, if not the latter. A less expensive option for the future would be Young State Park at the east end of the North Arm, near Boyne City. It has a variety of campsites, a good boat launch ramp, and shallow water off shore for anchoring. ▲

# 2013 Mary Doolittle, Queen of Scots Memorial Regatta

Tom Lechota, FS 2560

**T**he 2013 edition of the Mary Doolittle, Queen of Scots Memorial regatta hosted by Flying Scot fleet #15 at Gull Lake YC in Richland, Michigan, was held on August 17-18, 2013. What follows is log of the event prepared by me, your humble regatta committee chair.

**0800 Saturday Morning:** Registration opens for the regatta. Sun is bright, winds are light....but its only 8 AM so there's still hope! Brian and Suzy Hawkins from Portage Yacht Club in Pinckney, Michigan, have arrived and will be the only off-lake Scot to attend this year. Five local Scots are registered...I budgeted for 10, so we'll have to be creative with the finances after this is over! Wind appears to be filling in, so it's time to get some Scots on the water!

**0900 Saturday Morning:** I stop to assist our junior sailors, Jimmy Chadwick, Jackson Mendez and Oliver Baynes, who are readying the club Scot for the lift. We hear this "MMRROOWW" sound, wondering, "What the heck?" when one of the juniors says, "What's that?" and points out on the lake just to the north of the club's channel. There is a bass boat in a tight spinning circle. Hmm. The junior sailor then notes, there is no one aboard! That ain't right!! Time for action!! Short version of a long story... a fisherman and his girlfriend were moving to a different location when he apparently accelerated a little too quickly and got the boat into a tight circle ... that threw them both overboard. I get the club RIB (Rigid-hulled Inflatable Boat) boat out and with Judy, my

crew, leave the dock to assist. The club life-guards are swimming out, so I pick them up. Another fisherman has picked up the girlfriend but can't locate the man ... so we begin a search. 911 is called ... rescue units arrive ... more boats are on the way. The County Sheriff's Marine rescue team



*Right: "Ping" drifts along the race course.*

*Light air dominated the tragedy-shortened event this year.*



*Below: The GLYC Junior Sailing team tries to stay focused in the light air.*





*Fleet Captain Tom Lechota (left) with the winners Suzy & Brian Hawkins*



*2nd Place: Max Doolittle (right) with Jim & Katie Chadwick.*



*3rd Place: Tome Lechota and Judy Maier.*



*Good times at Fleet #15 despite the light air.*

takes over and we go back to the dock with the girlfriend so she can be attended to by paramedics. Neither wore lifejackets or the kill switch cable ... the bass boat continues to circle at full throttle. Not long after, the county dive team is called in ... and I put a hold on the regatta launch. The launch area quickly fills with rescue/dive team power boats and trucks... and the mood switches from a hopeful rescue to a somber body recovery. As the search continues... the bass boat still spinning... teams still looking, we share our sack lunches with the search party. Decision is made to leave the spinning boat alone... it has assumed a stationary circling away from the search area and would be dangerous to attempt to stop.

**1130 Saturday:** The unmanned fishing boat finally runs out of gas. Families of the victims begin to arrive and the grieving begins... search continues. I announce that I would cancel the regatta, but cooler heads prevail and we cancel for Saturday... and will see what happens on Sunday.

**1630 Saturday:** Rescue team begins talk about returning Sunday... dive team remains confident they will find him today. Water is clear, light winds helps keep them in place. Now, in the late afternoon, pizzas are ordered for dinner. Second shift of divers arrive. Word comes in; the divers have located the victim. The rescue teams debrief and collect their gear and equipment and depart.

**2000 Saturday:** I am the last to leave the club for the evening... almost. The local TV crew has been there all afternoon and

asks for an interview... and they are still on scene for their 11 PM news. It's ironic, we gather for this regatta to remember those sailors who have passed, now we add one more. Even though he was not a sailor, he had a huge impact on this gathering of Scot sailors.

**0800 Sunday:** It's a new day. A beautiful, sunny morning, light wind. Mood is somber with the memory of Saturday's drowning. We have a 0900 start, so let's get in gear... except for the lousy wind! A cup of coffee... wind begins to appear... but it ain't much! The crews talk it over... we only have to get one race in... let's get out there! So, we launch! The RC gets into position... mark boats are in position waiting to drop. The wind kinda gets a direction... RC gets the marks set... and we are off!

**0930 Sunday:** Brian and Suzy Hawkins quickly get a feel for this light wind and manage to find better pressure than the others and take their first bullet! Max Doolittle is 2nd, myself 3rd, George Angelidis 4th, John Kittredge 5th and Juniors 6th... AND we have a regatta! The RC quickly resets the course after the first race ... 'cuz this light wind just won't settle! And we get a second start! The Hawkins again take control. The rest of the fleet remain close together... wind is up and down and circling... patience becomes a factor! John, Max and myself swap positions... one squirts ahead, then the other, then we sit. Juniors have trouble remaining focused and George is in his first races of the year. The Hawkins take the second bullet of the

day!! John jumps in with a 2nd, myself 3rd, Max 4th, George 5th, and Juniors 6th. And that is the final race ... the wind is getting lighter and we are running out of time for a third race! So, we head for the docks and some lunch.

**1200 Sunday:** RC comes in with the final results and also grabs some lunch. Their day is half over. Regular club races will start soon ... if the wind manages to get some strength! By the time we start the awards ceremony, they are in position back on the lake, waiting for wind ... again! Talk about patience! Alec Borden, the PRO, with Melinda Titus, Mary Ann Maier, Jeff Maier, and Greg Kupstas, did a superb job getting a workable course set today!!

The final tally for this one day regatta...

**Brian and Suzy Hawkins**

1st with 2 bullets

**Max Doolittle/Jim & Katie Chadwick**

2nd with 6 points (tie breaker)

**Tom Lechota/ Judy Maier**

3rd with 6 points

**John Kittredge/Linda Buddemeier**

4th with 7 points

**George Angelidis/Dave Johnson Sr.**

5th with 9 points

**Jimmy Chadwick/Jackson Mendez/  
Oliver Baynes**

6th with 12 points.

In closing, Max expressed his gratitude for all those attending the 2013 Mary Doolittle, Queen of Scots Memorial regatta! Good friends, good racing, good food! The 2014 "Queen" will be held August 16-17. 🚤

# Vacancy...Now taking Reservations

Suzy Hawkins, FS 3288

**T**raveling to regattas can sometimes be a challenge. How far it is, is my trailer fit for a long drive, do I need new sails... and one of the most obvious questions is... **Where do we stay??**

The hotels and motels are few and most of the time not located real close to the clubs that host the regattas. There may be camping available at some locations and not at others. We all know that camping is really difficult if you don't have the perfect weather. Wouldn't it be nice to stay in a comfortable home??

We have traveled to many regattas over the years and have sometimes been invited to be a guest at a local sailor's home. This has been a wonderful experience for us. By traveling to other clubs, we have had the pleasure of meeting so many wonderful people and gotten to know them from summer to summer. This led to invitations

to stay at their lovely homes and leave the stress of finding somewhere to stay.

Getting to know these sailors and their families has been one of the top highlights of participating in off-lake regattas. We have also hosted many sailors in our home during our "home club" events. As many as three to four boats, including both skipper and crew, have bunked here at the same time. We have had a ball telling stories from the day's races, eating and drinking (is it bad to hope your opponents have a hangover for the next day of racing?). We have formed some wonderful lifelong friendships and a great camaraderie with these people.

We would like to encourage you to open up your home to an off-lake sailor. They take the time to travel to your regatta and it is a real special touch that will keep them coming back year after year. **We have found that the success of our annual regatta**

**hinges on us making the effort to come and compete at yours.** Even if you have never been to an off-lake regatta – please try it this summer. The social and competitive aspects will be worth it. With the number of traveling participants on the decline, we hope this will plant a seed to get out and sail new waters.

My husband, Brian, and I would like to extend an invitation to travel to Michigan for Fleet 20's annual Hot Scot regatta. This could be the widest NOR we have ever posted. The Hot Scot Regatta is held at Portage Lake Yacht Club in Pinckney Michigan. It will be held on September 21 and 22 of 2014.

Please include us in your travel plans this summer. Don't hesitate to contact us for a reservation. Please email us at [Hawkins.brian@sbcglobal.net](mailto:Hawkins.brian@sbcglobal.net). We will always make room. 🏠

## Specification S-V.7

**W**e have completed the voting and the results have been tabulated and the proposal to extend the use of VHF radios has passed by a margin of 85% for and 15% against. It is important to know that a significant number of us took the time to review the proposal and to vote so we can feel good that this change has been agreed to by a majority of members.

Below is the technical information on the proposal and the results:

### Specification S-V.7

The proposed specification change allowing the use of VHF radios passed.

The revision below will be in effect for the 2014 Mid-Winters.

=====  
7. It is the intent of FSSA that Racing performance not be enhanced by electronic or computational devices that gather information about conditions, monitor

performance or in any other way benefit or influence a boat while Racing except as noted below. The following devices are the only ones permitted to be carried aboard at the option of the skipper and while Racing:

- a. Electronic watches and timers
- b. Electronic digital compasses with chronograph (timer and/or clock). However the compass shall have no external connection and shall provide neither wind nor boat speed; shall not compute correlations between time and distance; and shall not calculate lifts and headers.
- c. Hand-held communication devices (cell phones, pagers, radios, etc.) with the following conditions and/or restrictions:

Cell phones and VHF radios may be used to report emergencies to the Race Committee. A vessel reporting/declaring its own emergency shall be scored RET (retired); a vessel reporting an emergency on a competitors vessel shall not

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

*Frank Gerry, FSSA President*

# Promoting One-Design Sailing in “The Year of the Cup”

Bill Pfund, FS 5193

*It is somewhat of a coincidence that, while the FSSA is in the midst of a push to increase membership, and I was in the process of collecting articles for this issue of Scots 'n Water, I ran across an article regarding promoting one-design that I wrote for the Thistle Class magazine, “The Bagpipe,” some 27 years ago. As I re-read the article, it struck me how it remains relevant to our current efforts, so I've asked our editor to include the article below. Some of the references to events are a bit dated, and clearly the suggestions provided can (and should) be adapted to the internet age, but hopefully what follows will nonetheless be useful as a catalyst to generate new ideas regarding how we can promote one-design sailing in general, and more specifically, the Flying Scot Class.*

For years many of us have been wondering how we can increase participation in the sport of sailing. Traditionally, one-design classes have placed promotional efforts on the local or fleet level rather than engaging in costly national publicity campaigns. This year, however, things are different. Thanks to Dennis Conner, the crew of Stars & Stripes, and the people at ESPN, millions of Americans have been introduced to sailing in the middle of the winter! Despite the time slot of the recent America's Cup coverage on ESPN (11:00 p.m. to 4:00 a.m. EST), the broadcasts have received very high viewer ratings from sailors and non-sailors alike. It would be foolhardy for us not to take advantage of the best national

publicity campaign that sailing has ever received. Quite frankly, if we can't get others involved in this “the year of the Cup,” we may never be able to do so.

Now that the national “advertising” provided by the America's Cup is over, the responsibility of promoting one-design sailing once again rests on the shoulders of the local fleets. As the director of Growth and Promotion for a small sailing club in Southwest Michigan, I have identified a number of activities, many involving little or no organizational effort, that may be used by virtually any club to entice non-sailors to get involved and also to encourage the occasional sailor to increase his or her participation. These activities may be grouped into two general categories, namely, day sailing/non-racing activities and racing activities.

First, let's examine the day sailing/non-racing activities. Although we are typically interested in attracting new racers to our fleets, with few exceptions serious sailors are not just waiting at home for an invitation to race. Those folks are already participating. New sailors and non-racers must, therefore, be attracted to our clubs and included in club activities regardless of the type of boat that they are currently sailing. To do this we must de-emphasize the racing core around which so many clubs and fleets revolve. Once involved, many of these new sailors will be attracted to one-design sailing based on its own merits. The key, then, is to plan activities and promotions in which all sailors can participate. Some of the items that our club will be emphasizing in the 1987 season include:

**1. Personal Commitment.** This is one “activity” that cannot be organized. Current club members must take it upon themselves to be active in non-racing activities such as day sailing and social events. A sailing club must also be active on days other than those scheduled for racing in order to attract non-racers (i.e., future racers). This will help create an atmosphere in which racers and non-racers both feel comfortable and welcome.

**2. Road Trips.** Organize a day trip to a different lake nearby. If your club is located on a small inland lake and you are close to one of the Great Lakes or one of the coasts, go for the big water. It can be a big thrill for people who have been landlocked for years. Finish off the day of day sailing on the new waters with a picnic. Obviously, day trips such as these can (and should) include all types of boats and will allow for interaction between the novices and experts. Other road trips may include group outings to boat shows or the like. Remember, plan activities that all sailors can take part in regardless of skill level.

**3. Publicity.** Publish a schedule of activities that your club is planning for the upcoming season in the local newspaper. Include all activities such as road trips, regattas and social events. Also try to get a picture of a few boats published along with the schedule and include the name and phone number of a club contact. Don't forget television. That's right, television. Find out when your local PBS station is planning their television auction and submit packages on which viewers may bid. The packages may include, for example, a day sail for two followed by some simple

social event. In addition to providing your local PBS affiliate with much needed revenue, your club will receive excellent television publicity and will be paired up with prospective sailors that are interested enough in sailing to “pay” for the outing.

Now, let’s examine ways to get the day sailor involved in racing. Because the transition from casual day sailor to competitive racer can be a rather trying experience, the following items are intended to increase participation on the race course while minimizing the anxiety for the novice racer.

**1. Portsmouth Racing.** If your club does not currently have a Portsmouth fleet, introduce one. By using the Portsmouth handicapping system, all members of your club may experience the thrill of yacht racing. For starters, plan one Portsmouth day per month. Present awards at season’s end for the Portsmouth series while also allowing the results to be applied to one-design fleet standings when applicable.

In this way, both one-design and non-fleet racers will be encouraged to participate. Be sure to publicize this new aspect of racing at your club.

**2. Non-spinnaker Racing.** With the exception of learning the yacht racing rules, many novice-level racers find dealing with the spinnaker to be one of the most difficult aspects of yacht racing. Schedule a few days per season where the beginner need not worry about the spinnaker. You should present awards at season’s end for non-spinnaker racers, or perhaps combine these non-spinnaker days with the Portsmouth days.

**3. Protests.** When involved in a minor disagreement with a novice out on the race course, resist the temptation to yell “PROTEST!!!” Let it pass, and calmly discuss the incident with the other sailor back on shore. Be sure to invite other sailors who are standing around the keg to join in the discussion. Chances are that more than one sailor may be unclear regarding

the particular rule being discussed.

**4. Attitudes.** This is another one of those “activities” that can’t be planned. Each racer must remember the purpose of the race ... to have fun. Help keep the experience for the beginner pleasant by keeping the atmosphere light. Some novices may be turned off if other racers are too intense.

**5. Publicity.** Submit the results of your weekly club races to the local newspaper for publication on the sports scoreboard page. When your club hosts a regatta, or if a club member does well at a major event, get a story with photos in the paper.

This is by no means an all-inclusive list of promotional ideas. Now that you are thinking along the lines of promotion, I suggest that you simply sit down for a few minutes to really concentrate on the problem. You may be surprised what comes to mind. Only together can we reap the harvest of the seeds planted during the 1987 America’s Cup. 🚤



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# *Twas The Night Before The Regatta*

Lois Sealy, FS 531

Twas the night before the regatta, when we left our house  
To put together box lunches, without seeing a mouse.  
The entries were hung by the chimney with care,  
In hopes that more boats soon would be there.

The sailors were excited and readying their 'steads,  
While visions of winning danced in their heads.  
And Frank in his do rag and Marianne's done a lap,  
Had just gone to town for a beer and a snack.

When out on the lawn there arose such a clatter,  
We sprang from the club to see what was the matter  
Away to the shoreline we flew like a flash,  
Tripped on the dock and landed with a splash.

It was just Cheney making adjustments  
To the new fire hose that he had just mustered.  
The moon shone bright on the boats that were covered  
With dew from the night sky and the fog nicely hovered.  
When, what to my wondering eyes should appear,  
But Joe K and Kathy and a big case of beer.  
With his usual laugh that came right from his belly  
He invited all to his house for some football on the telly  
More rapid than eagles came skippers and crew  
To the place down the lane for some pizza and brew  
And he whistled, and shouted, and called them by name!

"Come Davis, come Sealy, come Keith, Phil and Last!

Come down to the party it will be a blast!  
When the light on the porch had faded and gone  
It was time for bed before the breaking of dawn.  
As the wind in the trees blew with much force,  
We got in the official boats and were off to the course.  
So up to the start line the Flying Scots flew,  
With the boats full of their skippers, sails and the crew.

And then, with the flags and horns all a blowing  
We started the race and no one was rowing  
As I drew in my head, and was turning around,  
Down the course they all came rounding mark with a bound.

They were flying the spinnakers, jibs and the main  
Hoping to set a course with the most gain.  
Each boat set their course and they jibed and they tacked  
Everyone in the boat must be quick to react.  
A bundle of trophies were going to be won,  
Just waiting for someone to finish the fun.

All eyes-how they twinkled! All dimples how merry!  
All cheeks were like roses, their noses like a cherry!  
They all sailed the Scots as fast as they could go  
And we finished the five races and no one needed a tow.

The sailors, I am sure, all gritted their teeth,  
And the splashing of the water encircled their heads like a wreath.  
The Flying Scot fleet with its one hull design  
Would prove once again to hold the test of time.  
They flew in the water like a flying fish could  
And everyone had a blast like we knew they would.

And I laughed when I saw how the whole thing was charted  
And the regatta was amazing and the waters just parted  
Then the two Steves they sat and charted and charted.  
They spoke not a word, but went straight to their work,  
And filled all the places, that had been a lot of work.  
And laying their fingers from off the PC,  
They printed up the stats; it all came out nicely.

Steve R sprang from his dinner and headed to his station  
Lasagna for all was the perfect sea ration.  
He presented the winners and all the teams gave a whistle,  
And away they all flew like the down of a thistle.  
But I heard them exclaim, 'ere they drove out of sight,  
"Awesome Regatta to all, and to all a good-night!"

# Families Abounded at the MYC 64th Annual Regatta

Diane Kampf, FS 5857, FSSA Commodore

The Massapoag Yacht Club's 64th annual regatta was held on September 6 - 8, 2013, in Sharon, MA. The event was a great success in terms of participation, with 17 Flying Scots, five DaySailers and 24 Sunfish. Our racing was fun, the meals were great and the camaraderie was awesome, but something else was striking about the regatta this year — it was a real family affair! Among the Flying Scots and DaySailers, we had five father-son teams, three father-daughter teams, a team of brothers, four husband-wife teams, one of which were the parents of another skipper. On the Sunfish we had two mothers of other skippers, four fathers of other skippers and two grandfathers of other skippers. One family came with four Sunfish: three on a trailer and one on top of a car. While we are hearing that there are fewer families and young people getting involved in sailing and racing, that was not the case for this weekend and it made the event even more special. This is a trend we would love to see continuing through the years and through our sport.

We had our now-famous welcome party on Friday, September 6, and Saturday and Sunday we had full breakfasts and make-your-own lunch buffet with a variety of sandwich choices. On Saturday we had our awesome cocktail party prepared by our members, who continue to outdo themselves year after year with homemade hors d'oeuvres that fill everyone before they ever get to dinner. We had our Saturday night lobster, chicken and steak tips dinner, with my mom's 88th birthday party included in the mix, topped off at

the end by a make-your-own sundae bar and birthday cake.

While racing is obviously a very important part of the event, and the event would not exist without it, we do believe that the social side of things is extremely important, too, and we employ a gaggle of people, along with our caterer Roche Brothers, to help with the breakfasts and dinner, to pull this off every year. We have come to be known in some circles as the "food regatta" and we are proud of this reputation! We thank all the volunteers for the time and effort this all takes.

We had one environmental challenge this year with an invasive weed, fanwort, that had spread in Lake Massapoag. There is an initiative going on to try and prevent any more from coming into the lake from other sources. The fanwort plant is native to the southeastern US and was not considered a threat on the northeast until this year. We were required by Massachusetts law to wash all boats before they went into the water to ensure no one was bringing anything from another lake or river. So we made sure one assignment was to man the ramp and ensure no boat got in without its required washing.

We had two days of pretty decent winds 7-12 mph, although it was from the west-northwest, which is one of our least favored directions since

the lake is longer north-to-south than it is wide east-to-west. PRO Leo Berendes and the race committee managed to get



• PHOTO GALLERY FROM THE MYC 64TH ANNUAL REGATTA •



in seven races for the Flying Scots and DaySailers, and 10 races for Sunfish! By popular vote and also the preference of the race committee, the Flying Scots all started together and were later scored separately in Championship (12 boats) and Challenger (five boats) divisions. The Sunfish, likewise, were started together but were scored in two divisions. We decided to get as many races in on Saturday as possible in case the wind was not so good on Sunday. And while we were tired after so many races on Saturday, we had a great time and competition was fierce. After dinner I suspect that there were many people who went to bed early and got a great night's sleep. We heard from one skipper that

he got plenty of sleep so he could finally beat another skipper, but somehow on Sunday, the other guy got ahead!

Sunday we had a little wind, although still west-northwest, and were able to get two more races in for bigger boats and three more races for the Sunfish. These two races completely changed the results from the previous day, so if you thought on Saturday that you would win the regatta, the results on Sunday changed your mind. As boats were packing up and getting ready to go home, we talked about how grateful we were for all our out-of-town guests and hoped they had a great time.

Trophies were photo insert ice buckets with the regatta logo, class logo and

included a picture of a boat in each class. Skipper and crew each received a trophy. They seem to be well received and are a useful trophy that you can use at parties and be reminded of the great time you had at MYC! Full results can be found on [FSSA.COM](http://FSSA.COM). In Flying Scots the trophy winners were:

Championship (1) Jim Cavanagh and John Houstle, (2) Brian and Brian Hayes, (3) Randy and Scott Rubinstein, (4) John and Connie Eckart and (5) Jay and Brian McNeff.

Challenger (1) Rich Hirsch and Susan Origlio, (2) Misha and Olga Gutin and (3) Harvey Davidson and Dave Levy.

Will we see you and your boat next year at this regatta? We hope so. Oh – and bring your family. ☘

# STARTING LINE

## Calendar Of Monthly Events (FROM MAY 2014 – NOVEMBER 2014)

### Gilland Regatta - Jackson MS

Jackson Yacht Club - 4/12/14  
Ridgeland, MS - Jim Leggette,  
jim.leggette@gmail.com

### Great 48 Regatta

Lake Norman Yacht Club  
05/03/14 - 05/04/14 - Mooresville NC  
Dave Safirstein, 704-892-1700  
dsafirstein@bellsouth.net

### Buckeye Regatta

Hoover Sailing club  
05/16/14 - 05/18/14 - Westerville OH  
Dave Smith, dave@os-homes.com

### 2014 Cowan Lake Pig Roast Regatta

Cowan Lake  
05/31/14 - 06/01/14  
Wilmington OH  
Jim Blackburn,  
jimrunsalot@yahoo.com

### 2014 Sprite Island Douglass Orr Regatta

Sprite Island Yacht Club  
06/21/14 - 06/22/14, E. Norwalk CT  
Melanie Dunham, fs2601@AOL.COM

### Summer Solstice Regatta

Selby Bay Sailing Center  
06/21/14 - 06/22/14 - Edgewater MD  
patscher@verizon.net

### 2014 Midwest District Championship

Sheridan Shore Yacht Club  
06/27/14 - 06/29/14 - Wilmette IL  
Jeff Gilman, glgilman426@gmail.com

### 2014 NAC at Tom's River YC

Tom's River Yacht Club  
07/19/14 - 07/25/14  
Tom's River NJ  
Pat Connel, pat.f.connell@gmail.com

### New England Districts

Sandy Bay Yacht Club  
07/26/14 - 07/27/14 - Rockport MA  
r.volpe@neu.edu

### 109th Annual Ephraim Regatta

Ephraim Yacht Club  
08/01/14 - 08/03/14  
Ephraim WI - jaylott01@gmail.com

### Ohio Districts/ Sandy Douglass Regatta

Deep Creek Yacht Racing Assoc.  
08/02/14 - 08/03/14 - Deep Creek MD

### DCYRA Women's and Junior Regatta

Deep Creek Lake  
08/09/14 - 08/10/14  
Deep Creek MD  
Geri Meehan, gfmeehan@gmail.com  
or (301) 387-7890 after 5-15, 2014

### 2014 Michigan-Ontario District Championship Regatta

Detroit Yacht Club  
08/09/14 - 08/10/14 - Detroit MI  
John Gallagher  
JTGallag@comcast.net

### 2014 Mary Doolittle - Queen of Scots Memorial Regatta

Gull Lake Yacht Club  
08/16/14 - 08/17/14  
Richland MI  
Bill Pfund, pfund5@charter.net

### 2014 Wife Husband Championship at Sayville YC

Sayville Yacht Club  
08/23/14 - 08/24/14 - Blue Point NY  
tcremer@optonline.net

### 2014 Massapoag Yacht Club 65th Annual Regatta

Massapoag Yacht Club  
09/06/14 - 09/07/14  
Sharon MA,  
dianekampf@charter.net

### Scot-A-Hoochee Regatta

Lake Lanier Sailing Club  
09/13/14 - 09/14/14  
Flowery Branch GA  
fs3754@gmail.com

### 2014 Atlantic Coast Championship

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

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Tampa, FL 33606  
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New Orleans, LA 70124  
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Urbana, IL 61801  
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(978) 546-9794  
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pseidma1@nycap.rr.com

### **OHIO DISTRICT**

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118 N. Vine Street  
Westerville, OH 43081  
(614) 890-0072  
msweterlitsch@beneschlaw.com

### **PACIFIC DISTRICT**

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Richland, WA 99352  
(509) 308-5917  
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