

SCOTS n' WATER

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

VOLUME 61 | NUMBER 3 | 2017



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SCOT FLY**

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WILD
REGATTA**

**BILL MAYATT:
GRANDDADDY OF THE CAROLINA DISTRICT**



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Husband-Wife 1,2,3*,5,6
Great 48 Regatta 1,2*,5
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Midwinter *Challengers* 1,2
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Photo Daniel Panasiuk

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Cover Photo: Boats getting ready for a start at the Indy Regatta.

Photo: Sheela Smith Krout





Meet Your New President!

Bill Vogler, FS# 6140



Hi all! In my new role as President of FSSA, I've been asked to provide a letter to the class outlining my thoughts on the boat and vision of the association as we progress forward as a class. First off, I would like to thank outgoing President John Domagala for the great job he did guiding the class the last couple of years. His sage perspective and witty sense of humor were refreshing characteristics of his successful leadership!

I'm excited to be the new Scot class president in the year of its 60th anniversary because I've loved the boat and the people in the association for a long time! I first sailed in a Scot in my teens more than 50 years ago in the mid 1960s with the designer Sandy Douglas on rural Crab Orchard Lake in southern Illinois, the home of the first commercially sold Scot! I was impressed that it was bigger, sturdier, and safer than the Rebel class boat my parents bought in 1963. The spinnaker seemed like a mystery to me then (and possibly now as well) in its operation.

Over the years, I have found that the Scot has aged very well! It has kept its vigor and vitality as a versatile boat doing many things well. In recent years, there have been a flurry of newly designed sport boats with an eye on capturing the one design market. They have things like open transoms, taller sail aspects, bow sprits, asymmetrical spinnakers, etc. While they may have many exceptional qualities and are fun to sail, many are being discontinued due to expense, poor craftsmanship, poor factory support and/or tepid membership governance. Many of these newer boats have diminished in value while Scots have maintained theirs as it remains

an all-purpose boat with a strong class membership, builder, and governance.

Regarding value, my own experience should capture this notion. I bought a used Flying Scot in 1992 for around \$4,500 and sold it in 1998 for \$4,000. At that time, I bought a new boat from the factory for around \$12,000 and nine years later sold it for \$10,000. The 2009 factory boat cost me around \$16,000+ and I sold it in 2017 for \$15,000+. The new 2017 boat notwithstanding, new sails, and other incidental purchases, my 27 years of Scot sailing has cost me around \$3,500 or \$129 dollars per year!

There's no question in my mind that the reason for this value is that the membership has enforced its will through association governance to keep the boat largely similar over the years. If reasonably maintained these boats are darn near indestructible and still race as fast as old boats. I was reminded of that in a recent regatta with my new boat #6140, the newest Scot in the US, getting beaten a couple of times by a boat numbered in the 2300s!

Having said all these wonderful things about the Flying Scot and its membership, the future of the boat is also tied to the future of one design sailing throughout the US. Nick Hayes, the author of the book *Saving Sailing*, wrote that as of 2014, participation in sailing across the US was down 40% since 1997. Similarly, membership in the Flying Scot Sailing Association has decreased from a high of 1,732 in 2000 to around 1,100 today. What can we do to keep our class strong and sailing strong in general?

A few years ago, in Australia where aquatic sports are a way of life, a panel was commissioned to research ways to keep sailing strong in its country which

also saw decline in sailing participation. The Commission provided the following suggestions to improve membership:

1. Improve the image of clubs – make them more welcoming and inclusive.
2. Help reduce the entry costs – providing club boats and promote crewing opportunities.
3. Help reduce the initial commitment – for example introductory, flexible, and concessional membership.
4. Improve the information and communication – Consumers often don't know where to go and who to ask for information in a yacht club. Make sure the entry and retention pathways are clear.
5. Reduce the time commitment – Consumers want shorter forms of sailing activities.
6. Increase the emphasis on relaxed social sailing - rather than just competition. Engage new participants in club socials and networking activities.

Author Nick Hayes also weighed in on the issue. He provided the following suggestions:

1. Make sailing inclusive (e.g., inter-generational – activities which include young & old together).
2. Emphasize family.
3. Accommodate women (fastest growing and most active group entering sailing).
4. Youth Sport - Emphasize lifetime participation NOT “wins.”

I envision a healthy Flying Scot class using many of the aforementioned suggestions to keep the boat and membership strong and participation up starting at the fleet level! I'm heartened by fleet efforts in areas around the country which are producing good participation outcomes. For example, in this past year

Continued On Page 6

Granddaddy of the Carolina District - William A. (Bill) Myatt III 1914 - 1997

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

Bill Myatt was a driving force behind the growth of sailing and particularly the Flying Scot Class in North Carolina.

Bill meant to buy hull #2, the first Scot ever built in July 1957, but the church he attended in Raleigh burned down and he had to help rebuild it, which postponed his buying a Scot for a year. He wound up getting #102 instead. The first ad in *Yachting Magazine* stirred Bill's interest in this new boat and he originally wanted hull #1, but Sandy held that number for himself. This was the start of a long association and friendship between Bill Myatt and Sandy Douglass. They both loved to bargain and haggle with each other and it became almost a ritual between them. Bill turned out to be a spark plug that could preach the Scot gospel and could also organize a fleet. Bill talked Sandy into letting him be a dealer for Flying Scots, something that Sandy wasn't keen on having. Sandy found dealers a bad idea when he was sales manager for Douglass & McLeod and he meant to keep control of his business without them. But Bill persuaded Sandy and proved he could sell many Flying Scots in North Carolina and was their largest dealer for a number of years. His enthusiasm for sailing was very contagious. His boat dealership was named "Skipper's Corner" and in the course of many years was at three different locations. The first place was Bill's childhood home in downtown Raleigh on a corner lot (which is where the "corner" in the name came from) that was later torn down and replaced with a parking deck. Besides selling Flying Scots, which was his most popular boat, he sold Sunfish, Force 10, Windmill (for a short time), Tanzer 16,



Cape Dory 10 and 14 sailing dinghies and Grumman canoes plus all the hardware, lines, and accessories needed for those boats. Bill was very casual about some things, like license plates and registration for his boat trailers. He would often arrive in Maryland to pick up new Scots without either one and have a cardboard sign that said "License Applied For." I have a special fondness for him as he was my first employer I "worked" for - ha! more like "played" since I was around all those boats and I could talk sailing all I wanted.....

This was a typical greeting to a potential customer:

Bill: Hi, I'm Bill Myatt M-Y-A-T-T

You: Hello, I'm Joe Sailor

Bill: You spell your name S-A-I-L-O-R?

Bill: Are you from around here? (meaning Wake County, NC as Bill was big time into his family genealogy)

You: If you answered "yes," Bill goes on to see if he is "kin" to anyone in your family. It was very important to establish "kinship" before proceeding on with business.

Bill: (*Finally*) So you are interested in a Flying Scot.....?

Bill was a founding member of the Carolina Sailing Club and Father of Fleet #27 on Kerr Reservoir. Bill also founded the Oriental Sailing Social (O.S.S.), which was held in the picturesque town of Oriental each summer for many years. The event was started by Bill Myatt and Fern Winburne, a local resident who decided she would like to "have a party for some sailors." Bill convinced her that it would take the competition of a regatta to draw sailors to the sleepy little fishing village on the Neuse River where in 1962, a sailboat was an oddity. That began the race-and-party weekend that has drawn as many as 300 sailors who consume as

many as 500 pounds of shrimp, dozens of crab and bushels of corn on the cob!

Bill loved poetry and could recite long pieces from memory. He also loved puns and some of the names of his boats were puns, like his name “My Yatt” written in tall letters or poems, like hull #600 “Charge” from the poem “Charge of the Light Brigade.” Bill had many new boats, at least several “dealer” boats a year all with specially selected hull numbers in advance to go with a poem or a pun. Bill was a good fellow, loved kidding people, which he went out of his way to do, excellent storyteller who could spin many yarns and sailed extremely well. He had a knack with talking to people but his biggest contribution was his ability to convince people that sailing is fun! After all, who would want to do something that wasn’t enjoyable and fun? Bill was extremely

tall, standing at 6’- 10” and referred to himself as North Carolina’s longest sailor. I remember seeing him hike out with his legs under the leeward seats! When meeting new people we would often judge what type of sailor they were. If they didn’t know Bill Myatt or if they hadn’t at least heard of him, we were wary of their skills and knowledge.

One of the annual events in Fleet #27 for the upcoming season was the S.W.E.A.R. (Scotter’s Winter End Annual Rally) Party, held in mid-March each year, complete with a bagpiper from NC State and a special guest speaker like Sandy or other notable Scotters. Also awarded at the party was the M.I.S.T.Y. I.S.L.E. (Most Improved Scotter This Year In Seamanship, Leadership, Enthusiasm). Yep, you guessed it, all these abbreviated names were created by Bill.

As mentioned earlier, Bill was a poet and his rhymes and limericks have always been a traditional part of the invitation to the Oriental Sailing Social. This is the verse from the 27th Annual OSS in 1989.

*Harken, seafolk, one and all,
Hear again the Neuse’s call.
Striving sons and daring daughters
Match their wits on dancing waters.*

*Freed of fret and anxious ache,
O, worried world, you watch their
wake!
Ashore’s a town yet quaint and gentle
To be there’s great, it’s Oriental.*

*For such a spot, with one accord,
We can only thank the Lord.
Souls, like winds can lift on high
And excellent be in sea and sky. ▲*

PRESIDENT’S MESSAGE

Continued From Page 4

alone, the 29 boats at the Chattanooga (TN) Choo Choo, 23 boats at the Egyptian Cup (Carlyle, IL), and 27 boats at the Glow in the Dark (Clinton Lake, IL) roughly doubled participation since 2007.

Some specific suggestions for further class promotion have come across my plate which I propose we look into in the next couple of years: (a) Strictly Scot event for both racers and non racers at Deep Creek, MD, patterned after Strictly Sail events replete with guest speakers, a Scot factory tour, and sailing demos, (b) a Scot class bareboat charter caravan in the Caribbean or other places e.g., North Channel in Lake Huron, and (c) a Scot convoy to the Northwest (Washington/Oregon?) to deliver more Scots to the area and perhaps race in a Pacific Coast Championship. More suggestions are welcome!

Finally, I look forward in the next couple of years to engaging myself as much as possible in class events and governance. I plan to meet as many Scot folks as possible by attending as many regattas as my schedule will permit. Best wishes in the remainder of the sailing season and smooth sailing! ▲

CORRECTIONS

Once again, it turns out that the *Scots n’ Water* editor is not perfect. It came as a shock to her, but she’s getting over it. Meanwhile, we apologize that the captions that went with Bill Vogler’s article last issue about getting certified to sail in Croatia were pure fiction. The woman pictured is a classmate, as is the man. Neither person is Bill’s spouse, Jill, nor the instructor.

Also, we regret that an editing error introduced a typo in Nancy’s name in the article about the Midwinters report from the Midwest by Nancy Claypool. She does not now, nor ever has, gone by the name Nancy. We regret the error.



A flotilla of bright spinnakers against a darkening sky. All storms missed the lake.

Photo: Jeannette Baier



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Flying Scot Sailing Association – Our Extended Family

Jackie Cattanach, FS# 5716, Dixie Lakes District



From left, Jackie, Bruce and Greg carry centerboard.

Photo: Diane Kempf

And you thought FSSA was just a sailboat class organization. We are here to tell you that it is more, much more. We have travelled the East Coast going to regattas on the local, state, regional, and national level. And, no, we are not usually contenders for the trophies. We go “for the party,” specifically to see old friends and meet new people. The people we meet are an active, fun, energetic, and social bunch, so no matter where we go, the hospitality is

exceptional. FSSA is our extended family.

Here are a couple of examples. A few years ago, we needed some gelcoat to repair some scratches on the bottom of our Flying Scot. Our local repair guy was very particular about matching the color, so we called Harry Carpenter to get an exact match. Gelcoat comes with all sorts of shipping restrictions, so Harry said he could get it to the Wife-Husband regatta held at Fishing Bay Yacht Club, where we could pick it up. The only problem was that we could not attend the regatta and no one from our

club was going, so we asked another Flying Scot owner, Lynn Bruss, to pick it up and take it to Chattanooga. OK, so now it was closer. Coincidentally, a relative had moved to Tennessee so we swung by Chattanooga on our way up to visit and picked up the gelcoat. We completed the project with the help of our extended family of Flying Scot owners.

Our club, Lake Lanier Sailing Club, owns two Flying Scots, which are used for Adult Sailing lessons. We discovered that one of the centerboards was dam-



Photo: Jackie Catnach

aged beyond repair. We contacted Harry and he had two used and refurbished centerboards available, so we purchased one. At the same time, we petitioned the Flying Scot Foundation for funds, since this was an unanticipated repair and our coffers were empty. The Foundation came through and covered the cost. Hurray! Now the question was how to get the centerboard from Deep Creek, MD, to Lake Lanier in GA. Shipping would cost more than the centerboard! Again, Harry said he'd get it to the Midwinter Regatta at Southern Yacht Club in New Orleans and, again, no one from LLSC was going. We looked at the list of registrants and the maps, and decided there were a couple of candidates. We asked Andrew Fox to pick it up and take it to Birmingham Sailing Club in AL and he agreed. We also asked Greg and Diane Kampf if they would swing by Atlanta on their way home to Massachusetts and deliver the board. Without hesitation, they said yes. So how can we pass up a door-to-door delivery? We met Greg and Diane at LLSC and unloaded the centerboard. After a burgee exchange we treated them to a Southern BBQ lunch. As always, it was great to see old friends and catch up. This is another successful repair, made possible by our family of Flying Scot owners.

We also want to thank the Flying Scot Foundation for appropriating the funds to keep our Adult Sailing program going. It has become quite popular and the Flying Scots are always in demand.

What wonderful folks Flying Scot sailors are! FSSA is our extended family. 🚤



Photo: Jackie Catnach

The Hawg Wild Regatta

Derrick Van Valkenburg, FS #2168, Gulf District

It was “Hawg Wild” weekend at the Grande Maumelle Sailing Club in Little Rock, Arkansas, on May 27th -28th! The “Natural State” has unpredictable weather, but the temperature was 72 degrees on the Friday night for the “Cajun feast” that included 18 Y-flyers, a few Hobies and our Scots! Flying Scott Fleet 133 welcomed and truly enjoyed visiting with knowledgeable District Governor, Robert Cummings, and his gracious wife, Nina, who is the fleet captain of the Corinthian Sailing Club at White Rock Lake in Dallas, TX. The Cummings invited the Scots to attend the Open House regatta in Dallas in October.

Harbor gun was at 9:30 and at 10 a.m. the Cummings took the lead and continued to build distance on the leeward

On Sunday morning, Robert and Nina Cummings wasted no time taking the lead on the second day! Chet Hight and Jay Plunkett broke the 2nd day tie and Greg Hamilton and Tom Tirrell finished in 3rd place.

leg. The scores on the first day of racing reflected that the Cummings won all three races. Last year’s Fleet 133 champs, Greg Hamilton and Tom Tirrell, competed



Robert and Nina Cummings (right).

against Chet High and Jay Plunkett and were tied for second after the first day. The winds picked up and one Y-Flyer capsized and the race committee called it a day and we headed up to the clubhouse for a delicious barbeque.

On Sunday morning, Robert and Nina Cummings wasted no time taking the lead on the second day! Chet Hight and Jay Plunkett broke the 2nd day tie and Greg Hamilton and Tom Tirrell finished in 3rd place. Jim Marone continues to be a contender, finishing in 4th place. Jim does double duty coordinating with race committee. Mark George and his son,

Caleb, were remarkable, finishing in 6th place, having only just purchased a Scot two months ago and competing in their first regatta!

The fleet was very excited to have gained some expertise of keelboat skippers and crew, which included Leland Sykes, Art Speckles, Agustin Farias and Lisa Parker. Our club was very fortunate to have another Scot donated to the fleet. It was a pleasure to watch our winners – Robert and Nina Cummings and we welcome them back anytime! We had great sailing and hope to see more of y’all at the next Hawg Wild Regatta! 🏆

2017 Carlyle Lake Egyptian Cup



Photo: Jeannette Beier

John Cassada and Amy Lynn Swartzbaugh.



Photo: Jeannette Beier

Greg and Linda Vitt in Eagle's Wings.

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Make Your Scot Fly 2017

Ryan Gaskin, FS# 5673, Fleet Captain Fleet 58, Carolinas District



John and Debbie Dickinson, Fleet 158, demonstrate outstanding spinnaker trim.

Photo: Ryan Gaskin

WHAT IS IT?

Make Your Scot Fly is an invitational Flying Scot performance clinic hosted by Fleet 158 at Lake Murray Sailing Club (Chapin, SC). The event primarily targets the beginning and novice sailor and the club racer, as well as those with some regatta experience who would like to get better performance out of their Flying Scots and perhaps join in a few more competitive events at home or at other sailing venues. In addition to coaching from experienced sailors at our own club, we invite a Scot expert to lead the coaching. This year Ryan Malmgren of Mad Sails generously served as our “top gun” expert.

The event's activities follow a standard weekend regatta schedule format, but all activities are built around coaching and mentoring at whatever sailing level attendees bring to the event. Friday,

we're open for early check in (We may act on one participant suggestion to schedule a rigging clinic for Friday arrivals). Saturday activities include rigging assistance, landside demos, and on-the-water instruction with enough on-board coaching to effectively manage 10 to 15 sailing teams. Sunday morning presents the *Make Your Scot Fly Challenge*, a series of short races in which participants compete against each other with plenty of coaching from volunteers on chase boats.

WHO ATTENDS?

We have noticed that the clinic appeals, not just to our own sailors, but those from other clubs, as well as to sailors with a broad range of experience.

Of eleven participants in 2016, five were visitors from other sailing venues. Two were from North Carolina, two from South Carolina, and one from

Tennessee. In 2017, we again hosted five visitors; one from South Carolina, two from Tennessee, one from Pennsylvania and one from Ohio. Clearly, willingness to travel for the opportunity our coaching model offers is part of the answer.

The spectrum of experience is another. One family is just learning to sail. Another combined learning to sail fast with making sailing fun for their children. At least two were keel boat sailors looking to race with their spouses on the easily managed and ultimately portable Flying Scot, and one “graduate” from his keel boat participated with the assistance of a “loaner” crew from our club. In 2017, we were pleased to host our first-ever team sailed exclusively by three young sailors 13 to 14 years of age. The rest were teams who, like most of the others, started in their Flying Scots

...continued on next page

Start of one of the coached races at the clinic.



Photo: Ryan Gasikin



The Phinney family came from Berlin, Ohio, for the event.

Photo: Ryan Gaskin

and have sailed from one to perhaps three years. Sailing backgrounds are substantially different, but the search for basic “Scot specific” performance enhancement is central.

FAMILY SAILING?

The clinic also appeals to families who are interested in sailing together. After accounting for four returnees from 2016, we have hosted a total of 17 teams at *Make Your Scot Fly*. Of these, 15 were wife/husband teams, including two where the wife helmed the boat. One family had great fun sailing with their young children. Family sailing in a simply rigged, comfortable boat is a clear and well defined demographic profile representing opportunity for Flying Scot fleets who want to invest in growth.

But enough analysis of the demo-

graphics. To help us improve our program, we asked our participants to share their impressions about the value of their experience with us. Let’s find out from them who is looking for the *Make Your Scot Fly* experience. The following are excerpts from their responses.

“I found the on-board coaching much more helpful than that from a chase boat.” (*Ken Hale, Fleet 80*)

“Having a coach climb on board while we were sailing was dynamic and worth its weight in gold. It really facilitated the coordination of crew and skipper in real time to specific tasks.”

“The tone set for the race on Sunday was spot on with enjoyment and learning trumping com-

petition. It was competitive enough but we all had a positive experience.” (*Bill Walter, Fleet 158*)

“She (spouse, Janelle) appreciated the tone of the event. It was welcoming and non-threatening, with no high pressure or “hard core” styles evident in the coaches. Yet it was still serious instruction designed to help us get better. That’s a great balance.”

“We really liked the on-water instruction and felt this was done very well. We liked having someone on, and then off, our boat and really liked the commentary from the chase boat as we sailed. All of the instruction we got was helpful and offered in a supportive way.” (*Nate Phinney, Fleet 19*)

Lake Murray Sailing Association junior team learns to handle a Scot.



“The coaches were inclusive, supportive and encouraging. They effectively explained and demonstrated techniques. Instruction was attendee driven by addressing individual skill levels through on-board coaching.”

“If every sailing club in the US were to take one weekend a year to offer such a fun, informative and well-organized sailing experience in such an encouraging, non-threatening environment, used and new sailboats would start selling like crazy and there would be a sailing revival in America!”
(Orenda Gregory, Fleet 13)

We are convinced from our experi-

ence at this level that there are plenty of Flying Scot sailors ready to join in our club races and regattas if we invest in mentoring activities like *Make Your Scot Fly* that can help overcome concern about competitive sailing by training in a “low pressure” mentoring environment. There is an intimidating experience gap between the entry-level sailor and the “regatta hardened” sailor who has become a veteran on the competitive circuit. If we, in the Flying Scot class, invest ourselves in creating opportunities for these sailors to simply have fun and achieve success closing that gap, the charts for fleet growth, class growth, and event participation can only spike upward.

Fleet 158 and Lake Murray Sailing Club wish to express the greatest appreci-

ation to Ryan Malmgren of Mad Sails for volunteering his valuable time (including the trip from Madison) and experience as our *Make Your Scot Fly* “Top Gun” coach for this event. He had great advice and tips to share for new and experienced sailors. His level of support is a valuable asset to the Flying Scot class. We are also grateful to John Kriedler of Western Carolina Sailing Club for traveling to Lake Murray and lending his considerable coaching expertise. Finally, thanks to Allan Gowans, Tommy Weaver (Flying Scot # 2), Willie Liddicoat, and Ryan Gaskin of Fleet 158 for rounding out the coaching team.

The weather cooperated, our “students” learned, and everyone, including coaches, had way too much fun! 2018 looks to be a “threepeat”! 🚤

Indy Regatta at Eagle Creek Sailing Club Photo Essay

Photos by Sheela Smith Krout

Winds were gusty and competition fierce at the Indy Regatta at Eagle Creek Sailing Club outside Indianapolis the second weekend of June. More photos can be found at <https://www.facebook.com/media/set/?set=oa.10155311345227412&type=1>.





Continued On Next Page



Dancing on the Tables at the Cowan Lake Flying Pig Regatta



It's probably been a while since you saw dancing on the tables, but an outstanding band at the Cowan Lake Flying Pig Regatta the first weekend of June brought out the youngsters in some Scot sailors. From left: Connie Conrad, Lynn Kitchen and Steph Bahr. Photos courtesy of Heather Johnson.

Rainbow Flies Over the Flying Scot 135 Fleet



A gorgeous rainbow over the Flying Scot 135 (Clinton Lake, IL) fleet. Caption A few years ago this photo would have shown only about 6-8 boats. Now the field holds between 14-16. Photo courtesy of Angie Hunt

STARTING LINE Calendar Of Monthly Events (FROM JUNE 2017 TO SEPTEMBER 2017)

Regatta: 2017 Wife-Husband Championship at Sandy Bay Yacht Club, Rockport, MA
Date: 07/22/17 - 07/23/17
Contact: margot.hintlian@pwc.com

Regatta: 2017 Sandy Douglass Memorial Regatta
District: Ohio • **State:** Maryland
Date: 07/29/17 - 07/30/17
Contact: fs3668@yahoo.com

Regatta: 2017 New England Districts at Stone Horse Yacht Club, Harwichport, MA
District: New England • **State:** Massachusetts
Date: 08/05/17
Contact: lmurray@burnslev.com

Regatta: 2017 112th Annual Ephraim Regatta
District: Midwest • **State:** Wisconsin
Date: 08/05/17 - 08/06/17
Contact: regatta@eyc.org

Regatta: 2017 Midwest District Championship - Neenah-Nodaway Yacht Club, Neenah, WI
District: Midwest • **State:** Wisconsin
Date: 08/11/17 - 08/13/17
Contact: JaceBoshwen@yahoo.com

Regatta: 2017 MAYRA at Avalon Yacht Club, Avalon, NJ
District: Greater New York • **State:** New Jersey
Date: 08/12/17
Contact: johng2009@comcast.net

Regatta: FBYC's 78th Annual One Design Regatta
District: Capital • **State:** Virginia
Date: 08/12/17 - 08/13/17
Contact: ronj1790@gmail.com

Regatta: 31st Annual Saratoga Lake Flying Scot Invitational Regatta
District: New York Lakes • **State:** New York
Date: 08/12/17 - 08/13/17
Contact: pauldwaterfield@gmail.com

Regatta: Rehoboth Bay Invitational Regatta
State: Delaware • **Date:** 08/19/17 - 08/20/17
Contact: f.scot206@yahoo.com

Regatta: 2017 Blackbeard One Design Regatta - Blackbeard Sailing Club, New Bern NC
District: Carolinas • **State:** North Carolina
Date: 08/26/17 - 08/27/17
Contact: windnwave15@yahoo.com

Regatta: Learn to Match Race Regatta
District: Midwest • **State:** Wisconsin
Date: 08/26/17 - 08/27/17
Contact: rearcommodore@nnyc.org

Regatta: Scots on the Rocks
District: Carolinas • **State:** South Carolina
Date: 09/02/17 - 09/03/17
Contact: r98gaskin@gmail.com

Regatta: Massapoag Yacht Club 68th Annual Regatta - Sharon, MA
District: New England • **State:** Massachusetts
Date: 09/09/17 - 09/10/17
Contact: dianekampf@charter.net

Regatta: 2017 Greater NY Districts - Lavallette Yacht Club
District: Greater New York • **State:** New Jersey
Date: 09/09/17 - 09/10/17
Contact: rchillers@crabnet.com

Regatta: Atwood Harvest Moon Regatta
District: Ohio • **State:** Ohio
Date: 09/09/17 - 09/10/17
Contact: jckczoar@roadrunner.com

Continued On Page 24

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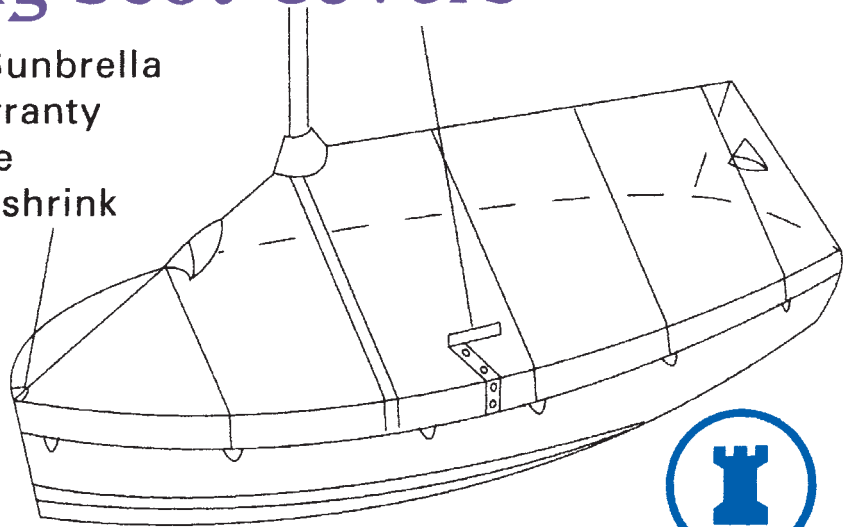


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District: Ohio • **State:** Pennsylvania

Date: 09/15/17 - 09/17/17

Contact: prowana@windurance.com

Regatta: Massabesic Yacht Club Annual Regatta

District: New England • **State:** New Hampshire

Date: 09/16/17 - 09/17/17

Contact: apdendobe@aol.com

Regatta: 2017 Glow in the Dark Regatta

District: Midwest • **Date:** 09/22/17 - 09/24/17

Contact: eric@ericbussell.com

Regatta: 2017 Cantina Cup Regatta

District: Capital • **State:** District Of Columbia

Date: 09/23/17

Contact: steve@racemayhem.com

Regatta: 2017 Atlantic Coast Championship

Date: 09/23/17 - 09/24/17

Contact: dcycotte@yahoo.com

Regatta: 2017 Scot-A-Hoochee District Championships

District: Dixie Lakes • **State:** Georgia

Date: 09/23/17 - 09/24/17

Contact: fscotfleet111@gmail.com

Regatta: 38th Grand Annual Regatta

District: Ohio • **State:** Kentucky

Date: 09/30/17 - 10/01/17

Contact: Davidd2047@aol.com

Regatta: 2017 Great Scot Regatta

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

Date: 10/07/17 - 10/08/17

Contact: starfox170@gmail.com



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