

SCOTS n' WATER

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A TALE OF TWO BOATS: SPEED TESTING IN SARASOTA

SAIL TRIM TIPS

LEARNING TO RACE THE
FLYING SCOT WITH A LITTLE HELP
FROM MY FRIENDS... AND A LOT OF TEQUILA



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

The email address for regatta notices and regatta results to be published in *Scots n' Water* is info@fssa.com. Please feel free to submit any and all stories and photographs to be printed in *Scots n' Water*. All articles should be submitted in ASCII Text or Microsoft Word. Photos should be in .jpg format, and at least 1mb in size.

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President's Winter Message

Bill Vogler, FS#6140



Greetings Scot Sailors,

It's January 31st and I'm sitting at my desk, in the dead of winter, pondering a message to the class. Many of us in the northern climes are so removed from sailing that it's been three months since the sailing season ended and is three months until it begins again! Oh, what to do, what to do, in that down time!?

Well, as it turns out, there is plenty to do to keep your mind sharp with sailing thoughts and activities. Here are some suggestions:

1. Work on Your Scot. Winter provides an opportunity to check your boat thoroughly for maintenance, whether cleaning, preventatively swapping out old boat parts, painting and/or repairing your boat. The Flying Scot Sailing Association on line "forum" frequently carries tips on maintenance and repairs. See on line - <http://www.fssa.com/forum>.

2. New(er) Boat? You may also want to upgrade to a newer boat or just buy a brand new one (see Tyler and Carrie Andrews for that at <https://flyingscot.com/>). A new boat can be custom built to suit your tastes in a matter of weeks. They do take trade-ins under certain conditions.

3. Read About Sailing. All you have to do is search by Google and/or Amazon to find a gazillion books on sailing and/

or sailboat racing. One of my favorites is *"Winning in One Designs"* by David Perry. You might be surprised but some of the old classics like *"Sailing Smart: Winning Techniques, Tactics, and Strategies"* by Buddy Melges and Charles Mason (1987) provide some of the best explanations out there for how to be successful in racing. I recommend you read a safety alert message by Jack Gierhart, CEO of US Sailing, *"An Open Letter to the Sailing Community about Safety"* - <http://www.ussailing.org/safety-ussailing/>.

4. Take a Sailing Class. There are a host of learn-to-sail/race, teach, or officiate classes spread out across the country, either locally sponsored by your clubs or nationally sponsored by larger outfits such as North U - <https://northu.com/>, US Sailing - <http://www.ussailing.org/>, and The American Sailing Association <https://asa.com/about-asa/> to name some. These organizations can provide instructor certifications which can lead to fleet-building, club-based, learn-to-sail classes. There may also be online classes you can take in the convenience of your own home.

5. Watch Sailing Videos. Similar to sailing books, there are seemingly unlimited sailing videos available online

(e.g., YouTube), or for sale on DVD (e.g., at Annapolis Performance Sailing - <http://www.apsltd.com/aps-advisor/featured-videos/>). Don't forget that the Flying Scot Sailing Association has just launched a new YouTube video channel at: <https://www.youtube.com/channel/UCq6l42i-GmDYhx1UnqhJI6w>.

6. Travel South on Vacation Where Sailboat Cruising and Racing Abounds. If it's a cruising vacation you are interested in (e.g., in the Caribbean), check out The Moorings chartering company - <https://www.moorings.com>. You may be surprised to learn that Flying Scot Sailing Association sponsors a nationally sanctioned race every spring, usually on the southern coast or in Florida. The 2018 Midwinter Championship will be hosted by the Sarasota Sailing Squadron in Sarasota FL, March 24-29 - <http://www.fssa.com/National%20Event/22531>. The Florida district also hosts many circuit and other regattas throughout the winter e.g., the Merritt Island Circuit Regatta #6 3/10-11 in Merritt Island FL.

These are but a few among many suggestions for you to keep Scot sailing fresh and active in your mind during the cold hard months of winter!

See you soon on the water!

Bill Vogler 🚤

Ahoy! A couple of Flying Scot Announcements!

1 Women's "dedicated" North American Championship (NAC). A blue-ribbon Women's NAC (WNAC) committee was formed late in 2017 to address an interest in making the Women's NAC a separate event. The traditional format was to tack on a one-day Sunday event prior to the regular four-day event, which subsequently followed. The one-day format created a "hit-or-miss" concern such that if the weather did not cooperate on that particular day, the regatta could not be

conducted. Another concern was the fatigue factor created by having women sail an additional day which some could argue put them at a disadvantage for those sailing the subsequent four-day NAC event. At any rate, the WNAC committee recommended a "dedicated" event to begin as early as 2018 if possible, which was subsequently approved by the FSSA governance. Please check out the FSSA website for updates. Many thanks to committee members Diane Kampf (Chair),

Continued On Page 6

A Brief History of the Helmold-Singletary Series - Carolina District Traveling Award

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

The Flying Scot's widespread popularity in the Carolina District can be traced back to the very early days of the Scot, when the late Bill Myatt ran a very successful sailboat dealership with the Flying Scot as its flagship. But then, in 1972, Bill Singletary and Dick Helmold, his good friend and fellow Fleet #27 member, became concerned about poor attendance at Carolina District invitational regattas. They collaborated to come up with the Helmold Series: an annual event combining a series of regattas, with scoring based on a cumulative high point system - one point awarded for each boat beaten. Dick Helmold purchased the trophies and Bill Singletary served as administrator. Four keeper trophies - beautiful pewter "Herreshoff" cleat mugs - were given out, as well as a very nice perpetual trophy of a Flying Scot half model which the winner got to keep for a year. These awards became highly coveted and participation increased greatly. Both Dick and Bill loved the Flying Scot class and particularly the people they met at regattas. They wanted to encourage others to make new friends while enjoying the chance to race against the best sailors.

The original Helmold Series consisted of one invitational hosted by each fleet within the Carolina District, except the Carolina Sailing Club which hosted two events: the Governor's Cup at Kerr Lake, and a coastal regatta known as the Oriental Sailing Social. Dick had requested that both of these regattas be counted in the series and since he was giving the trophies his idea was adopted. The district championship, which rotates among the fleets, is always included. Also included in the series for the first few years were



Helmold Keeper Trophy.

the Midwinters and North American Championships. Due to fuel shortages and rising gas prices in the mid 70s, the more distant regattas (Midwinters and NACs) were removed from the series with a change to the deed of gift. As it became more difficult for everyone to make every invitational, there was another shift in philosophy - one regatta per season could be thrown out. This allowed the "almost-always faithful" to miss a regatta and still be in the running for the series trophy.

In 1987 Bill Singletary passed away and in his memory Dick Helmold asked that the series be renamed the Helmold-Singletary Series. Bill was an avid Scot sailor, a past president of the FSSA from 1975-1977 and a prominent officer in US Sailing. Bill and his wife, Maye, were regulars at Scot events throughout the Carolinas and nationally, so his name was a welcome addition to the history of the series. 1988 was the first year trophies



Helmold Trophy.

were awarded for the newly named series.

Dick stopped racing in the late 70s and retired to Florida, but he continued to pay for series keeper trophy until his death in the late 1990s. The original trophy was awarded until 1999. Twelve different skippers and crews won the series over the 28 years it was contested. Several were repeat winners, with Larry Lewis winning it nine times and Dick Schultz eight times.

The original Helmold-Singletary trophy now resides at the Lake Norman Yacht Club. It honors the accomplishments of the individuals who won it, but also honors the Flying Scot class and fleets who made the series possible by hosting quality regattas over the years. The value of the trophy is not in the hardware, but in the recognition of participation and results at district regattas throughout the year. This trophy carried a great deal of prestige in the Carolinas

Continued On Next Page

and served as an inspiration to attend many invitationals.

Over the years some changes have taken place. When the new Dixie Lakes District was formed, two of the Carolina District fleets were moved south into that district. Currently there are seven fleets in the district - four in North Carolina, two in South Carolina and one in Virginia. The scoring was changed in 2005 to a low point system for each regatta. With eight regattas in the series, only four were required to qualify. Using the low point system, a skipper's average is computed using his or her four best results. The low-point system makes travel to smaller

clubs and regattas more appealing. This has given more people the opportunity to win the series. As a result, participation has increased significantly and as many as twelve skippers qualify by sailing in at least half of the regattas. Most teams are sailing in more events than the four needed to qualify. This version of the series has rejuvenated participation in the district. For the "new" trophy, first awarded in 2000, only the winners' names are engraved on the perpetual trophy.

I know of three other districts that have a traveling series - Florida, Dixie Lakes and Midwest. The Capital District plans to start one in 2018. There is a wide vari-

ety of scoring options for these traveling series. In the Florida District they use the Cox-Sprague scoring system for the total number of regattas minus one throw out race and try to go five deep with awards. The Midwest District uses the low-point scoring system and you have to race in half of the regattas to qualify. All who qualify receive an award. The Dixie Lakes uses the high-point scoring system with no throw-outs races and at present only gives out an award for first place. Perhaps there are more districts with a traveling series I don't know about. If your district has one please let me know. It would be interesting to compare notes on all the different series. ▲

Ahoy! A couple of Flying Scot Announcements! *Continued From Page 4*

Deb Aronson, Carrie Berger, Lynn Bruss, Carol Claypool, Nancy Claypool, Nina Cummings, Melanie Dunham, Margot Hintlian, Jennifer Ikeda, Greta Mittman, and Marty Sweterlitsch.

2 Flying Scot Sailing Association YouTube Channel. FSSA Publicity Director Eric Bussell has been busy making videos for the FSSA website and creating a YouTube FSSA

channel. The videos are varied in "flavor" and contain racing videos (some made with drones), personal testimonials on "Why We Sail Flying Scots," regatta highlights, and how to do it videos e.g., how to put on and take off a bottom cover. If you subscribe to the channel, you can receive timely alerts about each new video produced.

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Five Sail Trim Tips

Zeke Horowitz, FS#6138, Florida District



As sailing season approaches, I thought it might be helpful to review some aspects of sail trimming. I hope this article helps readers get back into the groove a little more quickly. It may seem that the following items are a bit inconsequential, but they are certainly things I've seen time and time again and, if you make sure to nail these five tips down at the start of the season, I think they will help you have a fast start out of the gate for some

early success. It's easy to forget that every little mistake adds up and can reduce your boat speed, and, in one-design racing especially, every second you're not going full speed you are losing distance and adding points to your score card. Ask any of the class champions and they will tell you that, while boat speed is king, the name of the game is limiting mistakes. So next time you're out racing if you keep these five tips in mind perhaps the little edge you gain will move you up the scoreboard!

1. Proper Main Halyard Hoist

Quite often the first thing we notice is teams sailing with improper main halyard tension. Whether too tight or, more often, too loose, the halyard tension on your main is the first thing to look for on your way to the course. The key indicator that your halyard is set correctly is the "speed wrinkles" coming off the luff of your main. "Speed wrinkles" are the horizontal wrinkles that start at the mast and work their way back and slightly down (towards the clew) on your main.



If you don't see them (and you don't have the cunningham pulled), your halyard is too tight and you're pulling the draft too far forward on your sail for optimal speed. Conversely, if you look up and see wrinkles that are more than 3 or 4 feet long or, worse yet, so long that they reach the clew, then you don't have enough halyard tension, which leads to over flattening the bottom of your main and losing all your "punch" and power. Optimal "speed wrinkles" should be mostly in the lower part of your main and should only go about 35-45% back towards the clew. They should get shorter and shorter further up the luff and the sail should be pretty smooth above a point a couple of feet above the window on the luff of the main. One tip is to set your main halyard tension so that the luff looks smooth when sailing downwind in the given conditions. If the top part of your luff has a vertical wrinkle in it while sailing downwind then your halyard is really too tight! While a loose luff is important for power, be careful it's not so loose that those wrinkles get too big.

2. Not Enough Vang in Breeze

Your boom vang is the by far the most effective control you have to de-power as the breeze comes up - don't be afraid to use it! The Flying Scot does not perform to maximum potential if you try to point or "pinch" when it starts getting windy, so it is imperative that you ease the mainsheet out, which allows you to keep the bow down so the boat maintains maximum speed. The key here is if you ease the mainsheet out, without the vang on hard, the boom lifts up, the mainsail leech opens (twists) and you actually add depth and power to both the mainsail and the jib which is exactly the opposite of what you want! So don't be afraid to pull the vang hard enough to see a very visible bend in the boom. This allows you to ease the mainsheet (even a foot past the corner of the transom at times!) to de-power and keep the boat on its feet. Just remember to ease that vang when you get to the weather mark and turn down wind!!

3. Proper Jib Trim

Having your jib trimmed correctly

means that you are achieving maximum flow across your jib and creating minimal disturbance for the entry of your main. If your jib is too tight the leech will hook in, which creates drag for your jib and also disturbs the air as it approaches the leeward side of your main. This will make the boat stall and slow down dramatically - especially in choppy conditions. If the jib is too eased, then you are not getting all the power and point that you could if it were trimmed properly. The key is to watch the **leech telltale** on the jib (through the vision window on your main) and make sure that it's flowing straight back almost all the time. There are certain conditions, like moderate wind and very flat water, where you can stall that telltale about half of the time, but be careful because that means you are on the edge of stalling and if the boat slows down for any reason it will be hard to get it going again! When you are trying to accelerate (off the starting line or out of a tack) make sure that telltale has max flow and the top batten on the jib is slightly open. As soon as you're up to full speed, trim the leeward sheet delicately until the top batten is straight back and you are just on the edge of stalling the telltale. We do like using a bit of weather sheet (in-hauler) on the jib to add a bit of power down low in the sailplan. To properly set the weather sheet we trim the leeward sheet until the foot of the jib curls up then cleat it. We then pull the weather sheet until the curl drops out of the foot. Then you can leave that set like that for most conditions and just play the leeward sheet to keep the leech telltale flowing properly. This can be good in lots of conditions but make sure you don't stall the leech telltale as you pull the sheet on!

4. Correct Mainsail Trim Downwind in Light Air

Too often, proper main trim is forgotten downwind and it really should be something folks concentrate on, because the main does just as much as the spinnaker does downwind! We all get so caught up with perfect spinnaker trim that we forget how important it is to correctly trim the main - especially in light air! When the

Continued On Next Page



wind is light and we have to sail more “reachy” angles, it might surprise you how much main you need to trim in. When the pole goes forward and the spinnaker shifts around to the leeward side of the boat, it creates a massive amount of “backwind” on your main. This essentially luffs your main and kills your boat speed. It might sound elementary, but make sure you are looking up at your main in the light air to ensure there is no bubble on the luff. In the really light stuff (under 6 knots), you might even have the boom trimmed to within a couple feet of the transom corner to keep it full. One major tell that your main isn’t trimmed enough is if you have a dramatic amount of lee helm. If you feel lee helm (the boat wants to turn further away from the wind), it is probably caused by the spinnaker dragging the bow down. When you trim your main in, that tells the boat to head up, which balances the helm back out and gets you going fast again!. (note: lee helm can also be caused by too much weather heel). And, again, make sure the vang is totally eased going downwind.

5. Board Height Downwind

The height of your centerboard is an important adjustment when sailing down-

wind. The board provides some stability and makes the boat turn easier, but it also adds drag and slows the boat down. Finding the optimal amount of board for a certain condition is key to downwind speed. Once there enough breeze to square the pole back and sail deep (broad reach or lower), you don’t need much board at all. In fact, some of the fastest boats pull the board up all the way into the trunk! We prefer to leave just a hint of the board in the water to keep the boat tracking. The key in this condition is to pull the board up until you start to feel the boat get sort of “wishy washy” underneath you - slipping back and forth (sideways). This is the edge where the board is no longer helping the boat track. Drop it back about an inch or two on the trunk to add that stability back in. If the breeze starts to get up into the teens, you may want to keep dropping it to add stability. If the wind is under about 8-9 knots and you need to sail hotter angles to keep pressure in the sails, you will want to have the board lower to help the boat track. In this condition it’s about finding the right balance. You need to find the sailing angle that has the most efficient (VMG) pressure in your sails and then adjust the board height so that the boat wants to sail straight with

no helm. If the boat has lee helm (wants to turn down) then you need to drop the board a little bit. If the boat has weather helm (wants to head up) you can pull the board up a little more. Some of the fastest boats in the fleet actually adjust the board height quite often on the runs. We recommend using the board as a key control when sailing downwind!

We hope that keeping these tips in mind early in the season will help you get off to a great start and get some stellar results. Knowing that you’re FAST gives you the option to spend more time looking around for the best breeze on the course, and it gives you the ability to sail a less risky, more conservative series. And if you do it all right, you should have no problem winning the race back to the bar at the end of the day! Good luck and don’t hesitate to reach out if there is anything we can do to help you go fast and have fun in your Flying Scot! ▲

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Learning to Race the Flying Scot with a Little Help From My Friends... and a Lot of Tequila

John Kreidler, FS#5310, Dixie Lakes District



Photo: John Kreidler

A typical post-race gathering at John's truck. From left to right, Dave Rink, Sean O'Donnell, Jeff Linton, Amy Smith Linton, Kaaren Rue and John Rue.

I hope I got your attention with the title of the article, and yes, that was my goal. So sit back, grab a drink and let me tell you a little story about how I learned to race the Flying Scot. This is not going to be the article where you can learn some good technical racing stuff, strategy or tactics, but hopefully you can see how this all happened and maybe use my input to help that "Kreidler guy" at your club or lake.

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I did not have any exposure to sailing or racing until about 10 years ago. My very first exposure to sailing was an invite from my wife's friends who wanted to charter a boat in the BVI. I can remember thinking, "Really? We are going to spend seven days with two other couples on a 43-foot boat? Are you sure we want to do this?" But, that one week of sailing a 43-foot boat in the beautiful Caribbean islands lit the fuse. Several years later I bought a boat, learned a little about sailing by doing just about everything wrong, including running into docks, hitting boats on moorings in the harbor at Western Carolina Sailing Club (WCSC), flipping, swamping, rolling, and even some sailing (by this time, my wife, Alma, had decided that sailing with me was

and had a blast. We continued to do club racing and were improving our results in a mixed fleet club racing at WCSC on Lake Hartwell. We signed up and went to Lake Norman's Fall 48 thinking we were getting better and would compete. That weekend LNYC hosted a clinic led by Greg Fisher who provided some great instruction and we spent the weekend really tearing it up with aDFL. Yes, dead last of about 35 boats. We were bad. So bad that on the way home, we could not even understand WHY we were so bad or what we did wrong. We really did not have a clue. Now that's bad.

So, with that I hatched the Master Plan. This plan had a three-pronged approach (never a good sign, Alma would say). First, I started a log of all races and regat-

answer all questions (sometimes the same question over and over) and help us with anything we needed. In fact, we showed our appreciation by T-boning poor Tom at Edenton, NC, costing Jay and me about \$500 for a lesson learned on the need to watch for starboard boats while on port tack. I remember telling Jay after the race, "Good news Jay, we were doing well in the race and we were up with the leaders at the time of impact. Bad news is we just hit Winabagel! (Tom's boat)."

As for part three of the Master Plan, back then I thought everyone knew this secret about racing that I did not know and I needed to get these guys to share with me their "secret." So, my plan? Margaritas. I figured if I had good tequila, mixer, ice, cups and a little Triple Sec, I would own the Flying Scot world and all its minions by the fall...

I started my Master Plan at the next event. I think it was the Great 48 the following spring. Dave Neff, an unknowing suspect, was parked pretty close to my boat. He showed up and pretty much dominated Saturday on the water. After the racing, I invited him over for a margarita. It worked! He started sharing information at an incredible pace. But, immediately a big problem arose that I had not counted on; I had no idea what he was talking about. I needed a translator or a decoder ring or something to help, because he was talking about stuff like the square root of the sail area when under load where the luff curve intersects with the jibing angle.....and on and on. Holy Crap, I had not a clue what the hell he was talking about.

And neither did Jay, but my Master Plan was starting to come together. Dave and many others were beginning to help us on the water and on shore with great and insightful stuff like, "What the hell were you thinking?", "Why does your sail look like a diaper?", "Why do you keep hitting the marks?" and "You sail with THAT on your boat?" Or my personal favorite, "Kreidler, you're fast, but you keep doing stupid sh*t." You know, stuff that is really helpful and that you can use. (**These are all actual quotes from sailors that I am sure you know, but I have kept their names private to protect the innocent.*)



John Kreidler with Jay Mappus.

not something she was interested in... can't say I blame her!). That experience prepped me for my first Flying Scot, a baby blue FS#2677 named *Rocket Pig*.

At the time I had regular crew, Jay Mappus, who was as eager to learn as I was. We both were excited and fired up to start the journey of learning to sail and race with the goal of getting competitive at this racing thing. We did club racing together and then decided to try a regatta. We signed up and went to our first regatta at Privateer Yacht Club in Chattanooga, Tenn. I can't remember the results or where we finished, but it was not very good. We camped, met some great people

tas. More on this later. Second, I needed to find a mentor. I would pay one or bribe one, whichever was easier. Meanwhile, Jay and I had noticed that there were really great sailors at every event we attended. So part three involved setting up our boat as close as we could to the fast guys so we could ask lots of questions. And that's where the tequila enters the story.

The mentor part was fairly easy. The unlucky winner was Tom Lawton, a local guy from Lake Norman who was very good and winning a lot of the local events. He took pity on the numbskulls from South Carolina; he knew we were not a threat to him on the water, so he was willing to

More tequila and lots more help ensued. For years. Lots of years. At one point, I started thinking, "I am going to need A LOT more tequila," as I started getting a pretty good crowd at my truck on Saturdays after racing everywhere we went. And it helped. I picked up a lot of great information along the way. The margaritas, and the sailors they attracted, created a great forum for strategy, tactics and trim discussion of what just happened on the water that day. And, as most of you reading this already know, the secret is that there IS no secret, but hundreds of little things that you need to do with regards to sail trim, weight, balance, strategy, tactics, steering and on and on. And the great thing? It's a continual learning process regardless of your experience level.

Many gallons of tequila later as I look back on the journey, it's been a blast; and a heck of a lot of fun. And it has made the racing so much more fun to be competitive, sharing the "journey" of gaining experience and knowledge and, most

importantly, being able to understand just a little bit of a Dave Neff technical conversation. Because he really has some good stuff.

And it's not like the journey is over, I really have a long ways to go and a heck of a lot more to learn, but it has been an experience of a lifetime. Learning to sail, making great friends that you see over and over at these cool events called regattas (or reunions). Trying to kill your friends on the water, but having a great time onshore sharing the experience. It really does not get any better than that.

But here is the thing that we all need to take from this story. First, go find that "Kreidler guy" in your fleet, at your club, on the road and offer help. Go out of your way to check on them and ask them questions to get the conversation started. Sail by them on the water between races and give them encouragement and suggestions. Make yourself available for questions. Make the connection with them and help them along. They might be a little shy or hesitant to ask you questions, but

we all need that support group and help. The better the fleet becomes, the stronger the fleet grows.

Second, if you are not writing a log, you should try it. For me it is a great way to think about what happened, why it happened and what I could have done better. It forced me to start thinking about each race, and where I made mistakes and where I could improve. A sample log entry would contain the date, location, conditions, who I sailed with and a recap of each race. I also created a "lessons learned" section at the end of every event that forced me to confront the areas that I needed help with and where I needed to focus. It also is a great way to make location notes about a lake and if the wind comes out of this direction, you typically see this happen. I normally send this to my crew after the weekend for their input as well.

And lastly, when you see me at an event, make sure you come by my truck on Saturday after racing. I have a margarita with your name on it. 🍹

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Running a Regatta with Multiple Fleets and Lots of Boats – Massapoag Yacht Club's 68th Annual Regatta

Diane Kampf, FS#5857, New England District, FSSA Web Editor

Photo: Scott Rosa



Lake Massapoag in Sharon, MA, is a little over a mile long north to south and less than a mile wide east to west. Our little club hosts a multi-class regatta, which has been growing year after year, and this year was our 68th annual event. As regatta chairperson, I watched the numbers grow on our Regatta Network registration site, and I admit that I got a bit nervous. But all along I was confident that our PRO Gary Werden, an MYC member, an experienced sailor and PRO, as well as coach of the Sharon High

School Sailing Team, would be able to make it work. This year we had six fleets and 67 boats - more than we have ever had - with 11 Flying Scots, four Day Sailers, four Comets, 13 Lasers, 10 RS Aeros and 25 Sunfish. Wow! Well, we did build a lovely new addition onto our clubhouse to make room for our expanding guest list, and that worked very well, but there is nothing we can do about the size of the lake.

You may remember that last year we were challenged with a squall that overturned boats and left us with lots of work

to do to get sailors and boats back to shore. The police department asked us to be able to account for everyone who went out on the water that day and we were able to do that because of our good record keeping. But it took a bit of time and delayed us getting to our awards as well as our guests were delayed in leaving. While we have a safety seminar every year, over the past winter we came up with a formal emergency response, using US Sailing guidelines. We also formulated a plan where one or more people on shore were charged with tracking teams as they left the shore and as they came back in. This did not interfere with our participants' ability to come and go, and was done in the background while they sailed in and out. This meant that at every moment we could account for every sailor. We have done this at all our regattas this year and it has worked very well and we suggest other clubs do the same, since the safety of our sailors is the first priority.

Now off to the races! Gary and his excellent on-the-water team set up trapezoid courses, alternating between inner and outer trapezoids to make the best use of the lake and keep the fleets separated. The northwest winds were a challenge for trying to use as much of the lake as possible, but our team did it and what a fantastic job they did. There were three support boats, aside from the RC boat, so they were ready at the quick for moving marks, any rescues as needed, and a finish boat for scoring a whopping 48 races. Between Saturday and Sunday, we had six races for the Scots, Day Sailers and Comets, and 10 races for the Lasers, Aeros and Sunfish. We had very little delay and



Skippers meeting is crowded.

Photo: Scott Rosa

very little waiting time between races. With a few exceptions, we finished one race and a few minutes later started the next. And with only a few exceptions, we rounded the marks without interfering with any other fleet. We had no protests and everyone I saw was smiling during the awards ceremony. As with many regattas, the winners were finalized in the last race in almost every fleet so you know the competition was fierce. And the RS Aero fleet had a tie breaker between the 2017 World Champion Mark Jacobi and Alicia Martorella, who Mark calls his co-winner.

We were lucky to have a great onshore team as well, led by Margy and Harvey Davidson, who always go above and beyond to make our events a success. Harvey made sure that our guests had the best chance to find parking for larger boats mast-up and smaller boats that could use some of the other spaces. We had great help from all our members, but also super cooperation amongst the racers, who patiently waited their turn to get in and out of the water each time. What great guests we have at our regattas! And Margy and teams made sure the food was available at the right times so no one was left wondering when they would eat. We have many guests who tell us they are only fed this well at our regatta, and we think some come just for the food – or is it the t-shirt and the hat?

At the Friday night welcome party hosted by Margy and team, we fed and “watered” our many local and out-of-



John and Connie Eckart.

Photo: Scott Rosa

town guests, including several sailors from UConn and other folks who camped overnight. Now Greg and I were camping too, but our Roadtrek might not be classified as camping by the rest of these folks! Saturday morning we served our usual full breakfast with eggs, sausage, bagels and breads, with lots of coffee and tea to wake everyone up. We come in for lunch to a buffet of make-your-own sandwiches with all the fixings, quinoa, chips and cookies. We repeat our yummy breakfast and lunch on Sunday as well. And our Saturday night cocktail party hosted by Marjorie Newman and team who bring a wonderful variety of home-made hors d'oeuvres is always a big hit. But the pièce de resistance is always the lobster, steak tips and chicken dinner on Saturday night, followed by our make-your-own sundae bar. We don't

think anyone escapes this place without needing to lose a few pounds.

And then, we have awards, five deep for Flying Scots, Lasers, RS Aeros and Sunfish, and three deep for Day Sailors and Comets. Full results for the regatta are at Regattanetwork.com, and Flying Scot results are on FSSA.COM under Regatta Results. Trophies went to: 1st: Mark Swanson and Mike Hennessey; 2nd: John and Connie Eckart; 3rd: Randy and Scot Rubinstein; 4th: Dave Rousseau and Hein Smit Sibinga; and 5th: Greg and Diane Kampf.

We know it is a good problem to have lots of boats and we appreciate our guests returning year after year. And we can only hope the next PRO can do as well as Gary has done. So come back next year – maybe we'll break another record! 🏆

Southwest Flying Scot District Championships 2017

Jody Smith, FS#6126, Southwest District

Photo: Jody Smith



The Southwest Flying Scot District Championships were hosted by the Corinthian Sailing Club on White Rock Lake in Dallas, Texas. The regatta was originally

scheduled for June 3 and 4, 2017, but due to the vagaries of the Texas weather, the regatta was rescheduled for September 2 and 3. Flying Scot Fleet #23, in typical fashion, made the best of both weekends.

The weather in September was a little cooler, and the moderate breeze was enough to complete four races over two days.

As you can imagine, it was impressive to have a full slate of volunteers, not once but twice, to run the regatta in style. Without willing volunteers, the racing sailors would not have been able to enjoy such a well-managed event. CSC, Fleet #23 and a few sailors from the Dallas Metroplex, helped put together a great competition for the 28 registered Flying Scot sailors. Kudos to the many volunteers who gave selflessly to help put the event together. In addition, several of the racers baked trays of lasagna and made salads and desserts to feed the hungry crowd. Corinthian Sailing Club always puts on a great event! Thank you to all the volunteers – to name a few -- Robert and Nina Cummings, Renee Comen, and the PRO, Rob Drechsler.

In this, the 60th year of the Flying Scot, we are pleased to report the energy and excitement for sailing and racing a Flying Scot is beyond expectation. The weekend kicked off with a First Friday event that included live music and great food. The large group of sailors and revelers were treated to an atypically cool September evening.

A bright Saturday morning greeted the

Photo: Jody Smith



Rank	Helm	Club	R1	R2	R3	R4	Total
1	Michael Rist	CSC	2	4	3	4	13
2	Jeff Perna	CSC	4	6	1	5	16
3	Kelly Gough	CSC	3	3	11	1	18
4	Tom Miller	CSC	7	2	2	7	18
5	Robert Cummings	CSC	1	7	6	6	20
6	Bill Draheim	RCYC	9	8	4	3	24
7	Roland Foerster	CSC	5	1	7	13	26
8	Frank Richards	CSC	10	11	8	2	31
9	Griffin Orr	CSC	6	5	10	11	32
10	Greta Mittman	CSC	8	16	5	9	38
11	Steve Comen	CSC	11	13	9	8	41
12	Anderson Jones	CSC	14	14	12	10	50
13	Dari Esfahani	CSC	13	9	16	17	55
14	Bob Gough	CSC	15	10	13	18	56
15	Alex Goldberg	CSC	20	17	14	12	63
16	Steve Benenson	CSC	16	12	21	16	65
17	Melissa Hemker	RCYC	17	15	15	22	69
18	Terry Jewell	CSC	18	18	23	14	73
19	Mary Ann Hopper	RCYC	12	DNF	17	24	78
20	Bowman O'Connor	CSC	19	19	20	21	79
21	Porter Fuqua	CSC	23	22	18	19	82
22	Jeff Progelhof	RCYC	DNC	DNC	19	15	84
23	Steve McCombs	CSC	22	20	22	20	84
24	Larry Seals	CSC	21	21	24	23	89



Photo: Judy Smith

24 racing teams with a light, shifty breeze out of the south (mostly south – except when it wasn't). The PRO sent the competitors out on the water and promptly got off two races despite the light breeze. The shifting winds were a challenge for all, but I must admit that from the shore the sight of so many Scots, with their spinnakers filled, was a very pleasing vision. The final day of racing produced two more shifty races and an impressive battle for the podium. We had a strong group of talented sailors. The top three finishers were – Mike Rist and Mark Babb, Jeff and Carolyn Perna and Kelly and Heidi Gough. Congratulations to all the sailors and thank you to all the volunteers. See you at the next event. Sail a Flying Scot and have an adventure! 🚢

FLORIDA DISTRICT

Regatta Report from Florida

Brenda Twinem, FS#5141, Florida District

Ahh, yes...The 2018 Davis Island Flying Scot District Regatta! Florida at its best!

We do not travel with our boat much but with prodding and encouragement from our Florida District friends we hit the road. For Bob and me, now that we had actually left our Sailing Squadron in Sarasota for the 59-minute drive, anticipation was the impetus drawing our car and boat north. Upon arrival at Davis Island Yacht Club in Tampa, we noticed dedicated Flying Scot racer/travelers from as far as Maine and Illinois relishing the balmy temps, while us acclimated Floridians suffered cold toes in the mid-morning air. So the first day wasn't the best sailing - as in NONE - but that didn't stop this salty bunch from having fun. We witnessed masts going up in record speed, boat launching

(and taking out) drills, the ever-popular stories of past sailing adventures, corn-hole tournaments, pirate ship sightings, and great food and libation.

After all "the activities" and a delectable meal, hosted by DIYC, we were dazzled by a great fireworks show, just for our regatta. Well... there may have been some kind of pirate invasion going on nearby, so the city folk were privy to the sparkling sky also. Hehe!

We retired fairly soon after, anticipating an early start the next morning.

Sunday was not a disappointment. Well, maybe a little after the third light air race, when the wind died completely. But heck, we were ashore by noon and could masterfully apply our boat-retrieval skills and get the boat all packed up and put away.

With our liking of light air and consistent finishes (8,8 & 7) we gleefully

finished 5th overall, out of 24 boats. We weren't on the podium but got "honorable mention!" Happy Dance!

Even better, we got the boat back to our club and got home at a reasonable time. Thanks to the great people of DIYC who made this memorable "away regatta" experience so much fun for Team Eightball. I enjoyed an extended Sunday night 10-hour sleep, blissfully dreaming of all the fun we'd had, interrupted by a voice blurting out, "Wake up, Brenda, it's Monday!"

So, safely back and moving on...I would like to invite y'all to the Flying Scot Midwinter Regatta on March 24-29 at the Sarasota Sailing Squadron. We hope you can come and enjoy another scenic venue, and warm Florida weather, accompanied by the always great Flying Scot crowd! 🚢

A Tale of Two Boats: Speed Testing in Sarasota – Faster and Faster...

Amy Smith Linton, FS#6133, and Brian Hayes, FS#5761 – Photos by Brian Hayes

Zeke with Tyler and Jeff with Eric doing some speed testing.



We all know that 3-year-old who discovers something really cool for us to do: toss the ball, play flashlight hide-and-seek, read that picture book, push the swing. The kid will say, “Again!” over and over until she’s asleep or you’ve managed to distract her with something else.

With sailing, it’s the same thing. Dial down the giddy, but every time, our inner kid is yelling “Again! Again!”

I came late to racing sailboats – 25 – but after my first weekend on the water, I knew I wanted to be good at this sport. So at the end of any race, I was like, “Again! Again!” Snipes? Sure! PHRF racing a Cal-25? Why not! J-24? Absolutely! Thistle? Okay, maybe. But Sunfish? Scots? Olsen 30? Yes, again please!

All this againing caught me up a little to my peers. Six months of sailing at every opportunity and I had a light-bulb moment: “A lift LIFTS us toward the mark! A header HEADS us away from it? Jeepers!” Coaching would have been helpful.

Practice doesn’t make perfect, but it gives you the means to come back from mistakes.

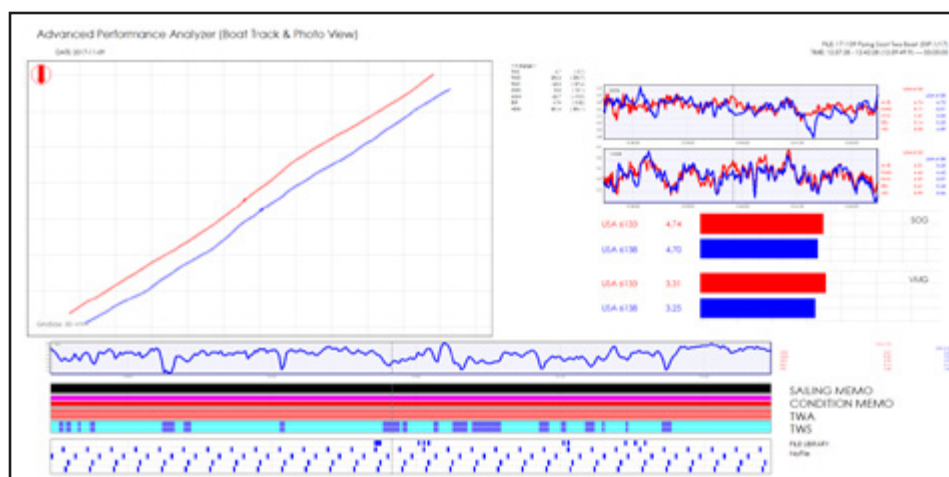
There are a finite number of ways the spinnaker can be rigged wrong. There are so many ways to mess up a tack. When rounding the windward mark, the skipper is going to want one of maybe five things: bear-away set, gybe-set, reach and set, penalty turns (yikes!) or head downwind without a spinnaker (I know, what!?! But it happened at the 17 NAC’s qualifying series).

So short version: practicing is the simplest and easiest way to get better at boat-handling.

The first time we were campaigning a Lightning for the World Championships, we had the Dads (most of our fathers were sailors) set up a short line and windward mark for our two teams – my husband Jeff, our middle guy Mark Taylor and me vs. Team Hayden with Angie and Steve Hayden and Barr Batzer — would do easily 75 starts on a weekend. Hundreds of tacks, hundreds of jibes.

This is a data chart from a 5-minute test run.

- Lines on graph are the actual tracks of the boats.
- Graphs in upper right is data of the tracking with speed over ground and VMG at any particular moment during the test.
- Bar graph below that is average speed and VMG for the test.
- Long chart with blue “heartbeat” line is wind speed at any point during the test.
- Chart below that is a software “link” to access apparent wind angle at any point during the test (wind direction indicating shifts)
- Bottom “Blue dashes” chart are time stamp pictures. In our software you click on one of those blue dashes and the picture from the Go-Pro camera from that moment in time pops up so you can see shape, twist and trim for that exact condition.



That experience made me a convert. I've been preaching this truth for years: it's easier to “get your head out of the boat,” as they say, when you don't have to stop and think about which line to yank in a tack.

In racing sailboats, I don't think any of us gets to be the old dog who doesn't learn new tricks. Case in point: Jeff and I recently spent a week in the Flying Scot to do the next level of practice — one-on-one boat-speed tuning.

We sail side-by-side with folks all the time; it's great for gauging whether the boat is set up correctly for the conditions. We usually find a buddy, head upwind before the start, compare speeds, and after a couple of hundred yards, peel back, and get ready to race.

However, a week of 2-boat testing? That's something new for me.

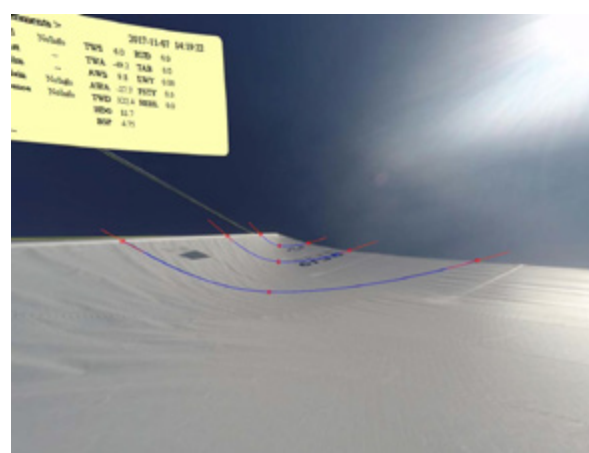
The goal of our 2-boat testing week was to compare and contrast boat set-ups. Thoroughly. Scientifically. Methodically. With tech.

We had a decent window of weather in Sarasota in early November. The two boats (our *Scuppernong* and Jay and Zeke Horowitz's *JaMing-O*) are new boats with the same racing package. The technology included VHF radios, a handful of Go-Pro cameras, two smart GPS units, and a metric butt-load of software.

Backing up the equipment were a cou-



Clockwise, from top left: Mike with tablet and VHF sharing some real time info with Zeke and Tyler; 2 boats set up in the middle of a 5-minute run on port along the western part of Sarasota Bay; 1 picture of RHC main from one of many Go-Pro shots with sail scan points for analysis. (PS. The picture of the main is actually purposely distorted so not the actual shape of the sail. Trade secrets and all that!)



ple of Ph.D. programs' worth of brains: long time Scot sailor Brian Hayes with a sharp eye and years of experience, and sail-designer/rocket scientist Mike Marshall who works with Brian and Zeke at North Sails. The coach-boat was piloted by Charlie Clifton of Sarasota — Thanks Charlie!

Mike set up and calibrated the gear and managed the super cool software, while Brian basically told us what to do — mostly go fast in a straight line.

So we went fast in a straight line: Jeff and I in *The Scuppernong*, Zeke Horowitz and Michelle Lee on *JaMing-O*. When the boats got more than 60 feet or so apart, Brian or Mike would ask us to make the course correction to keep the boats in the same wind conditions.

At the end of each 5-minute run, the coach-boat would huddle up, tell us the early data findings, and we'd make small

Continued On Next Page

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

Regatta: Merritt Island - FL Circuit Regatta #6, Merritt Island FL

District: Florida • **State:** FL • **Date:** 03/10/18 – 03/11/18 • **Info:** Picco5boca@aol.com

Regatta: 2018 Midwinter Championship at Sarasota Sailing Squadron, FL
Date: 03/24/18 - 03/29/18
Info: dave812@gmail.com

Regatta: Chattanooga Choo Choo Privateer Yacht Club • **District:** Dixie Lakes
State: TN • **Date:** 4/21-4/22
Info: Lynn.Bruss.lynnb403@gmail.com

Regatta: LMSA Ladies on the Lake Regatta, FL Circuit #7, Sanford FL • **District:** Florida
State: FL • **Date:** 04/27/18 – 04/29/18
Info: peppermintpate777@yahoo.com

Regatta: Lake of Woods Annual Invitational
District: Capital • **State:** VA • **Date:** 04/28/18
Info: jplcal@comcast.net

Regatta: Great 48, Lake Norman Yacht Club
District: Carolinas • **State:** NC • **Date:** May 5 & 6
Info: Joe.Lux@cit.com • wgroth@bellsouth.net

Regatta: Florida Keys Finale, FL Circuit #8 - Key Largo FL • **District:** Florida • **State:** Florida
Date: 05/18/18 - 05/20/18
Info: chersignor@gmail.com

Regatta: Grits 'n Haggis Regatta
District: Dixie Lakes • **State:** South Carolina
Date: 05/19/18 - 05/20/18
Info: samsecrest0617@gmail.com

Regatta: Hawg Wild Regatta/Southwest District Championships at GMSC - Roland, AR
District: Southwest • **State:** Arkansas
Date: 05/25/18 - 05/27/18
Info: Leland.sykes@yahoo.com

Regatta: 41st Mayor's Cup
District: Carolinas • **State:** North Carolina
Date: 06/01/18 - 06/03/18
Info: homengso@triad.rr.com

Regatta: Greater Richmond Sailing Association Invitational
District: Capital • **State:** Virginia
Date: 06/09/18 - 06/10/18
Info: peter.cookson@verizon.net

Regatta: 2018 NAC at Rush Creek Yacht Club, Heath, TX • **Date:** 06/10/18 - 06/14/18
Info: 5658cummings@gmail.com

Regatta: Full Moon Regatta
District: Greater New York
State: New Jersey • **Date:** 06/16/18
Info: fleet157@gmail.com

Regatta: Egyptian Cup Regatta
District: Midwest • **State:** Illinois
Date: 06/23/18 - 06/24/18
Info: bild.shirley@gmail.com

Regatta: Greater New York Districts
District: Greater NY • **Date:** 06/23/18 - 06/24/18
Info: fs5516@yahoo.com

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FLORIDA DISTRICT *Continued From Page 19*

adjustments. And I do mean small adjustments. Between their technology and experience, the insight from Mike and Brian was surprisingly specific and exact. For instance: pull an inch more outhaul, or try a run with the jib trimmed an inch or two harder.

We switched boats. We even tried a run after switching crew that first day. I've known Zeke for a long time, but oddly, this was the first time I'd crewed for him. Based on his manfully repressed squeak of protest, I suspect that nobody has ever trimmed his jib harder. After a quick con-fab, we agreed to give my way a try.

That alone was illuminating: Team Horowitz usually outweighs Team Linton by something like 50 pounds. So whereas Jeff drives on the higher side of the edge, Zeke tends to point a little lower and let *JaMing-O* run a bit faster.

At the end of the day, we put the boats away, opened adult beverages, and plopped down on the couches of the clubhouse to watch video of ourselves. It's often helpful to see video of tacks and jibes and so forth, but this, again, was a higher level of analysis.

Mike had set up dual Go-Pro cameras mounted on the booms pointing vertically up both mainsails. The cameras were

paired and synced with the GPS units, giving the two videos an identical timeline as well as various speeds, velocities made good, and other navigation data.

Then comes the software. Naturally, Mike had a program to "map" the shape of the sail — in this case, the video from the GoPro keyed on the dark draft-stripes on the white sails. Then this information tracked the shape of both sails simultaneously. With the rest of the GPS variable factored in, we had a thorough visualization of what was happening with the sails.

Whoa.

It was as if we were watching someone run a facial-recognition program in one of those techno-thriller movies. Especially that scene, you know the one: A handful of dots, the computer chugging along, and a brilliant young engineer (Hi Mike!) explaining what we are seeing as the truth is slowly revealed...

We all know that sails work the same way an airplane wing does — by causing two different velocities of air to flow over a curved surface.

Still, it's one thing to have someone with an experienced eye tell you there's a lot of twist on your main, or that the draft is farther aft than it needs to be. But to see it mapped out pretty exactly? And to discuss

these changes in shape with someone who knows these physics stone cold?

Double whoa.

It's almost embarrassing how much I picked up about main trim. Maybe I should already know this, but the effect of more outhaul is not just to open the leech, which in turn allows for more twist, but it also moves the draft vertically farther up the sail, keeping it away from the jib backwash.

As the week went on, Eric Bussell and Ty Andrews of Flying Scot joined in the fun, leveling out the weight differences between the two boats and adding their unique perspectives to the practice.

Over the course of the practice, it became clear that — all other things being equal — the two modes of sailing (higher and slower vs. lower and faster) are reflected in how the skippers set up their boats and trim their sails.

That is, long-time skippers like Jeff and Zeke set their boats up to best leverage their strength. It's a bit a circular argument: they are successful because they already do this, but there is some wiggle-room for all of us to get better/faster at changing gears.

Not to mention the even larger skill-set of spotting better wind pressure and figuring out the next wind-shift so we can decide which gear will get us to it faster! ▲

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2064 – Ranger; 1972; **\$2,500.00**; Robert Bridges, Lakeport, CA, 707-263-5187, bbbridges26@mcshl.com

2535 – Custom Flex; 1974; **\$3,500.00**; Elk Rapids, MI, puffzilla@earthlink.net

2811 – Douglass; 1976; **\$3,950.00**; Richard Smith, Richmond, VA, 804-741-2171, jsmith1@verizon.net

2849 – Douglass; 1973; **\$1,900.00**; Beaufort, SC, ricketomloo40@gmail.com

3162 – Custom Flex; 1978; **\$2,500.00**; Scott Ulrich, York, PA, 717-575-6598, jscottulrich@gmail.com

3204 – Custom Flex; 1978; **\$3,600.00**; Stephen Grossman, Deerfield, IL, 847-757-9510, grossman61@icloud.com

3343 – Custom Flex; 1979; **\$2,750.00**; David Hudgins, East Lansing, MI, 517-575-0666, hudgins5@comcast.net

3388 – Douglass; 1979; **\$5,200.00**; Richard Lemmon, Washington, PA, 724-986-8589, rhlemmon@gmail.com

3629 – Douglass; 1981; **\$2,500.00**; Sail Boat Shop, Glen Gardner, NJ, 908-537-6300, snash@sailboatshop.com

4124 – Douglass; 1985; **\$5,500.00**; William Leobold, Tampa, FL, tleobold@gmail.com

4126 – Flying Scot, Inc.; 1985; **\$5,000.00**; Tom Phipps, Duxbury, MA, 339-469-7031, tophi1102@icloud.com

4228 – Douglass; 1986; **\$10,900.00**; Doug Schollenberger, Baltimore, MD, fds1612@yahoo.com

4551 – Douglass; 1985; **\$5,500.00**; Tom Sturges, Pittsburgh, PA, 412-953-4203, tbsiii@aol.com

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

4575 – Flying Scot, Inc.; 1989; **\$8,000.00**; B. Kelly, North East, MD, 443-553-2850, Bkelly46@gmail.com

4785 – Douglass; 1991; **\$9,500.00**; North Benton, OH, goldmetals@centurylink.net

4988 – Flying Scot, Inc.; 1994; **\$9,000.00**; North Carolina City, NC, mennerch@gmail.com

4998 – Flying Scot, Inc.; 1994; **\$9,500.00**; Mike Swensen, Jamestown, NY, m3swensen@gmail.com

5155 – Flying Scot, Inc.; 1997; **\$8,500.00**; Pete Scott, Island Heights, 732-762-5737, wascotty1@yahoo.com

5394 – Flying Scot, Inc.; 2001; **\$9,500.00**; Bob Gleeson, Stevens Point, WI, 414-331-7462, drbgleeson@msn.com

5598 – Flying Scot, Inc.; 2003; **\$9,080.00**; Rick Lyons, Pinckney, MI, rl@chartermi.net

5671 – Flying Scot, Inc.; 2005; **\$12,500.00**; Josh Goldman, Westport, CT, 917-859-7764, joshua.goldman@lushwike.com

5721 – Flying Scot, Inc.; 2006; **\$13,900.00**; Larry Bigus, Overland Park, KS, 913-707-7745, lwbigus@gmail.com

5727 – Flying Scot, Inc.; 2007; **\$16,775.00**; Kalamazoo, MI, angg@att.net

5801 – Flying Scot, Inc.; 2008; **\$10,500.00**; G Romantz, Sharon, MA, gromantz@romantzgroup.com

5833 – Flying Scot, Inc.; 2008; **\$13,995.00**; Jeff Gerson, Annapolis, MD, 443-996-7473, jengerson@aol.com

5928 – Flying Scot, Inc.; 2010; **\$8,650.00**; Rick Lyons, Pinckney, MI, rl@chartermi.net

6004 – Flying Scot, Inc.; 2012; **\$18,200.00**; Dave Safhay, 570-390-4401, dsafhay@gmail.com

Compass & Mount – Flying Scot, Inc.; **\$170.00**; Mark Evans, 336-817-4891, mrevans@fcbinc.com

Sails – see website for details; **\$700.00**; Mark Wright, Ft Lauderdale, FL, 954-914-8182, wrightmarkw@outlook.com

Sails & Parts – see website for details; Jim Riedel, 773-714-3113, jprmer244@bellsouth.net

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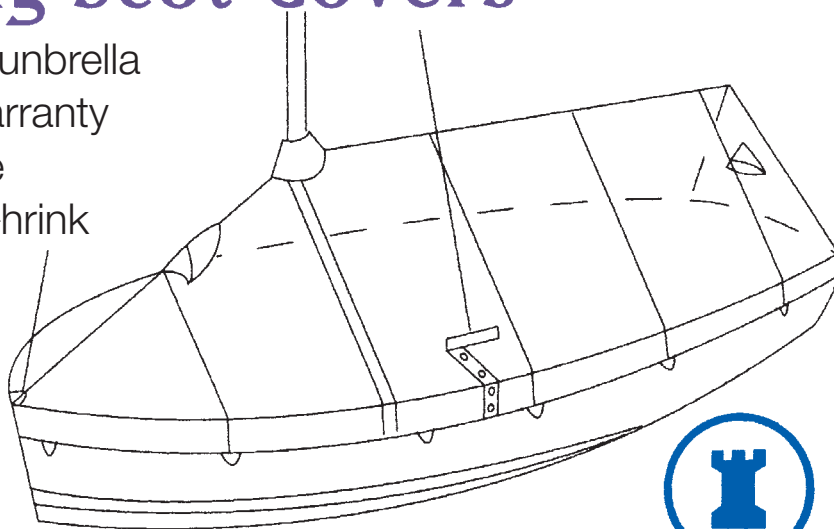


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Tom McNally
makes the
best of a light
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Davis Island
regatta in
January.



Photo: Ned Johnston



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5658cummings@gmail.com

STARTING LINE *Continued From Page 20*

Regatta: Indy Regatta

District: Midwest • **State:** Indiana

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

Info: glendris@gmail.com

Regatta: Women's and Junior Regatta

District: Capital

State: Maryland • **Date:** 07/07/18

Info: gfmeehan@gmail.com

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

District: Greater New York

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

Info: cnperez@yahoo.com

Regatta: New York Lakes District and Scots Adirondack Open

District: New York Lakes

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

Info: johnjeffery124@gmail.com

Regatta: 2018 Sandy Douglass Memorial Regatta

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

Info: fs3668@yahoo.com

Regatta: 2018 113th Annual Ephraim Regatta
and Midwest Districts

District: Midwest • **State:** Wisconsin

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

Info: jikeda@eyc.org

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

District: New York Lakes

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

Info: nfo@SaratogaFlyingScot.org

Regatta: Fishing Bay Yacht Club 79th Annual

One-Design Invitational • **District:** Capital

State: Virginia • **Date:** 08/11/18 - 08/12/18

Info: dcycotte@yahoo.com



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