Championship Regatta Report 2019 13 Nov 19

By Linda Schwartz, VP, FWSA

The 2019 Championship Regatta was hosted on 6 November, 2019 by the Mainsheet Mamas at the Tampa Yacht and Country Club (TYCC). The Regatta Chairperson was Caroll McClain. The weather conditions couldn’t have been better. We had cloudy skies most of the morning which kept the temperature nice and perfect winds from 7 to 13 mph. We had eight Flying Scot teams competing. Six boats competed in the spinnaker class and two competed in the non-spinnaker class.

This report is meant to be an after-action review of the regatta to pass on information and lessons learned that can be of assistance for planning future Championship Regattas.

**The Fleet:**

Six boats were put in a draw pool for clubs that didn’t have Flying Scots to sail. The Mainsheet Mamas provided five Tampa Yacht Club Flying Scots for the regatta. The Luffing Lassies sailed one of their Flying Scots and provided their second boat for the regatta. The Dinghy Dames sailed a member’s personal Flying Scot. Additionally, any FWSA member could bring their own personal Flying Scot to sail in the regatta.

**Logistics:**

This is the first time the Mainsheet Mamas have hosted a major regatta at their club. The club has recently undergone a major renovation. As a result of the club design changes, some of the logistics were a little challenging. The Luffing Lassies trailered their boats up from Sarasota the week before the regatta for practice and then left them in the dry storage area at the Tampa Yacht and Country Club until Regatta Day. There is no boat lift that is capable of lowering the boats into the water at TYCC, so the boats had to be launched from a public ramp at Ballast Point Park next door. TYCC has great docking areas to tie up the boats but just no launching or lift area. Because of the overhead power lines and trees in the surrounding area, the masts had to be lifted at Ballast Point Park and lowered before the boats could be moved back to the dry storage area at TYCC. Luckily, we only needed one boat on practice day so it made the work load a little easier. It was decided by the Lassie team to lift the masts the morning of the regatta instead of the night before, as the Lassie Fleet Captain did not want to leave the boats in the water over night. The boats could not be stored with masts up at Ballast Point Park overnight because it is a public area. This decision made for an early morning for the two teams sailing but it all came together with excellent team work.

**Lessons learned:** Another option could have been to set the boats up at Davis Island the night before and sail them over from Davis Island on the morning of the regatta (weather dependent), or to set the masts up the evening before and leave them in the water overnight at TYCC.

**Fleet Condition:**

No FWSA club is immune from criticism about boat condition. We may think we have the best boats but come regatta time it becomes apparent that this is not the case. It is impossible to be perfect when most clubs are providing boats that are used by all yacht club members. There are exceptions to this rule and I will use the two Flying Scots that belong to the Luffing Lassies as an example. Since the Lassies own their two Flying Scots, the only people that are allowed to sail them are Lassies and they are maintained by Lassies. They stay on trailers in dry storage and are lifted into the water when they are sailed. They also undergo maintenance each summer by Lassie maintenance teams. However, for most clubs, including the Lassies when we sail 420’s, we are chartering boats that don’t belong to our groups. Most boats we charter belong to the clubs we are members of or the youth sailing program. We obviously try to make sure they get checked out and are repaired for the regatta but the boats are not perfect. Most boats are maintained based on the amount of personnel to do the work and the funds available to accomplish it. The Mamas did go through each boat and made a list of repairs for the Sailing Director to complete. One of the complaints about the Flying Scots this year was that there were Intensity Sails on some of the boats and there was brown stuff on the bottom of others. I personally supplied three sets of good sails and spinnakers to be used in case someone was not happy with their sails or spinnakers to remedy this problem. We obviously couldn’t clean the bottom of the boats a few days before the regatta. We also tried to make it as fair as possible by allowing everyone to bring their own boat if they wanted too. Bringing your own boat was annotated on the entry form and discussed by me at the September meeting.

**Lessons Learned:** It was suggested that we put all boats in the boat draw. If a person/team owns a boat that is regularly maintained and repaired, then that boat will most likely be in high demand. It was also suggested that there be a round robin, so everyone has to sail a different boat each race. I am not saying it can’t be done but I think that concept works better in Optis or Prams sailing a course near a dock like at the Broad Reachers. For teams sailing some distance to a race course, it would not be time conducive to sail in and swap boats. Maybe the answer is to spend more time checking out the boats prior to the regatta. There also has to be some acceptance that we do the best we can, to make it as fair as possible, with the maintenance capability and boats we have.

**The Registration Process and Check In:**

It was decided early on that using Regatta Network is not practical for a regatta this small because of the fee. We made it as easy as possible by locking in the Championship Date as early as possible and providing the forms well over a month in advance. We were thrilled with the response this year. We used all eight boats. We were especially happy to have the Broad Reachers and Rhumb Runners join us this year. The only hiccup we had in registration happened on regatta day. One spinnaker team switched out the team skipper a couple of days before the regatta, the Regatta Chair was informed they were still sailing spinnaker by one of the team members. The day of the regatta there was confusion as to whether they were sailing spinnaker or non-spinnaker because it wasn’t indicated by new paperwork or the sign in sheet. They were scored according to the paperwork submitted to the regatta chair, which was spinnaker.

**Lessons Learned:** If you decide to change divisions, then make sure your paperwork is changed. A double check at registration on regatta day should help to prevent this from happening again.

**Scoring:**

The scores were transferred from the RC finish forms to results forms for spinnaker and non- spinnaker to make it easier for the awards presentation. There was also an overall result score sheet but it was not completed by the RC personnel, so some people asked where they finished overall in the fleet.

**Lessons Learned:** Even though the RC finish forms were available for people to view, the overall results need to be published in a timely manner. They are included in this report.

**Results:**

See attached teams and results (Attachment 1-7).

**Protests:**

There was one protest for barging that was dismissed by the judge (Attachment 8). No scores were changed as a result.

**Lunch:**

Food seems to be the one thing we always get right. The TYCC served pressed Cuban sandwiches and salad and it was delicious. In order to keep the cost down, Carroll McClain and I brought desserts. Again, the lunch was served on time and everyone was happy.

**Awards:**

We provided etched high ball glasses for the winners. They were etched with each place and had a sailboat with the FWSA Championship Regatta info. These glasses seem to be a hit because winners have a memo of the event that is functional.

**Race Committee Personnel:**

Our PRO was Skip Ryan from Davis Island Yacht Club and our judge was Barbara Shaffer from Clearwater. See attached sheet for all other volunteers (Attachment 9).

**Budget Report:**

See attached sheet (Attachment 10).

Most people would assume that a smaller regatta takes less work but it doesn’t really. You still have to plan and provide RC personnel. The Championship has its own challenge because the host club needs to provide boats. The Mainsheet Mamas are a small organization with a handful of women. I think we owe Carroll and the Mamas a huge thank you for putting together a successful Championship Regatta this year. They always bend over backwards to make you feel welcome and they delivered great wind for us this year. Thank you, Mamas!

Respectfully,

Linda Schwartz

VP, FWSA