Another New Beginning

The 2016 season is over and a new one is nearly upon us. We lost some committee members early in the year, with the reigns being picked up and managed by the able team of Stephen, who has added acting Secretary to his many roles, and Derrick, acting as Chairman until our recent AGM.

Another successful Challenger Traveller series seems to have been dominated by 2 new faces - Craig Moffett and Stephen Thomas Bate with Craig taking the top spot and Stephen now firmly established as number 3.

For the coming season we have an exciting, fresh programme which includes a radical change of venue for SOCC to Solway Yacht Club and already there are signs that this will once again attract sailors from further south to our premier event. A big note of thanks goes to Craig Moffett who stepped in to manage the events organisation over the winter. Full details can be found on Page 14.

In November we welcomed a fresh new face onto the Committee, Richard (Dik) Toulson. Dik, an active kayaker, has introduced himself in a short biography on Page 4.

We held our AGM at the end of February at Nuffield Health Centre, Milngavie. We had a very positive meeting, culminating in the successful endorsement from our members of the proposed SCIO constitution. This has formerly been accepted by OSCR, and we hope to have this confirmed by the 1st May 2017. We also announced Dik Toulson as our new Chairman. We wish Dik every success in helping to take us forward.
In readiness for the 2017 season we spent a beautiful day in March cleaning and building Challengers at our operations base, Loch Venachar.
2016 was an eventful year.

At the start of the year, Loch Venachar Sailing Club, near Callander kindly offered to act as our operations base. It offers us a central location to store and maintain our fleet. A note of thanks goes to Keith Wilson for organising this for us. We thank Loch Venachar Sailing Club for their generosity.

Earlier in the year we received back into our care 233 Hot Scotch. Telethon Challenge 144 and 145 Mugdock Youth were deemed surplus to requirements at Galloway Activity Centre, so these were returned to LVSC too. Our two Squibs, 775 Thunder and 776 Lightning were returned back after a few years of use at Royal Tay Yacht Club. Lightning has now been redeployed to Loch Earn for use by their Sailability group. We look forward to the opportunity of seeing her in action at the Loch Earn T4 event in July, with even the possibility of a sail on her during the evening, after the day's racing. Thunder is currently stored at Largs Marina, awaiting inspection.

In excess of £700 was spent during the year on maintenance of the fleet. Most of this was spent on new control lines for the Challengers. They were all re-rigged with common colour coding for the kicker,outhaul, and downhaul. A big thanks to our former Bosun, Paul Noble for his hard work. Sadly, Paul stepped down from his position. However, we thank him for his efforts over the few years he has been with Sailability Scotland. Paul is still around, and we hope to see him at our regattas this year.

Two other Challengers (115 Happy Days II and 185 The Wee Cooper) were repaired, painted, and returned to base.

We currently have 6 Challengers out on lease. There are 3 at Loch Venachar (234 Scottish Flame, 235 Butter Scotch, and 236 Wee Scot), 2 at Lochore Meadows with Fife Sailability (222 Shuna, and 223 Scarba), plus our Treasurer, Stephen Thomas Bate being the only individual leasing a Challenger at Annandale Sailing Club (58 Skean Dhu Too). This leaves us with 8 spare Challengers at LVSC available for lease.

We visited LVSC at the start of the year to inspect and photograph our fleet, with a view to a plan of action for the year. We have program of upgrades and ongoing maintenance planned for 2017 for our Challengers. Plans are for some Challengers to have wings, outhaul tracks, and mainsheet jammers fitted, along with ongoing, general maintenance. The first step of the process is a working party at LVSC at the end of March to clean, inspect, and rig our Challengers in readiness for the new season. The upgrades will be borne by existing funds.
Meet the Team

Richard Toulson – Chairman

My name is Richard Toulson and I am known as Dik. Are you old enough to remember the good old arcade games such as Pacman? And do you remember you could enter your name or initials but only had three spaces? Hence I am known as Dik.

I am a double leg amputee and in the past I have enjoyed karate, swimming and was the captain of the GB Sitting Volleyball team for many years. I currently enjoy paddling a canoe or kayak and I have just started flying.

A few years ago now I met Moira Campbell at the Galloway Activity Centre who set up the Southwest Scotland Sailability. I had never sailed before, but it was great to have a try. Moira has a superb fleet of boats (Hansa’s and Challengers) in a great location and if anyone wishes to sail on Loch Ken near Dumfries should contact her at campbemoi@aol.com or the Galloway Activity Centre (www.lochken.co.uk 01556 502 011)

Although I am new to sailing I am keen to help develop and promote sailing as it is an enjoyable sport that offers so much for the disabled person. My vision is that I hope that we can get more members and have better links with other organisations. I would also like to see more classes of boats being raced at our regattas and used around Scotland.

So, if you see me at a regatta please come over and say hello and have a brilliant 2017.
Loch Venachar Challenger Regatta 2016 - by Dorothy Bennett

The first event of the Scottish Travellers Series 2016 was hosted by Loch Venachar Sailing Club by Callander on the 16th and 17th April.

Surrounded by beautiful scenery and mountains, 9 Challengers participated. We were given a complex course for our first race and although the day was crisp and cool with fresh snow on the mountains, we raced in sunshine and fair winds.

The second back to back race found us racing the same course but in the completely opposite direction such was the nature of the wind! Craig Moffett in gold class, maintained a steady lead while others jockeyed for position. Lorna Turnbull and Jamie Scott competed for first and second place in the bronze class. The afternoon brought fluky winds - from none at all, to racing under thunder clouds with a few hail stones thrown in for good measure.

In the evening we were treated to a delicious and lavish buffet, laid on and prepared by Dianne and Keith Wilson of LVSC. A perfect end to a good days racing!

Day 2 was overcast with much brisker winds, gusting 18-25 knots. Having fought our way to the top of the loch through the rough wind and waves, the first race was abandoned as there were problems with one of the safety boats. Safety boat replaced, we were all vying for position at the start of the second race, when I was squeezed between 2 boats and ended up in a 3 boat pile up. My rudder line was snapped so that was the end of my racing for the day! Craig Moffett consistently led all the way, hotly pursued by Alex Hodge.

Results
Gold Class - 1st Craig Moffett, 2nd Alex Hodge, 3rd Stephen Thomas Bate
Bronze Class - 1st Jamie Scott, 2nd Lorna Turnbull.

Stephen also won a prize for being the first sailor on the water in 2016. He sailed on New Year's Day.

Scottish Open Challenger Championships 2016 - by Ronnie Cameron

Once again we are at Strathclyde Park for our annual Scottish Open Challenger Championship regatta hosted by North Lanarkshire Council and Strathclyde Loch Sailing Club. Eight challengers entered this year from - 4 Bardowie, 2 Loch Venachar, 1 Loch Earn and 1 Annandale S.C. on Lochmaben.

We had a delayed start on Saturday due to lack of wind but we did get two good races. In the first Craig Moffett led the way followed by Alec Hodge and Ann, with the rest of the fleet spread out.
The second race started with a stronger east wind with most of the boats on the mark at the start for the same figure 8 course with Craig, Alec and Stephen leading. Jamie Scott had sail trouble in the first race and missed out on this one but his buddy took the helm.

This year the Civic Reception was held on the Saturday, and we had the usual good hospitality in a local hotel, provided by our hosts.

On Sunday the hot sun forecast was replaced with cloudy sky and light wind, and a triangular course was set, again a good start by all and again Craig lead the field followed by Alex and Ronnie. Race 4: again the first two across the line were the same followed by Stephen. In the last race we had a change with Alex taking the lead in spite of getting the main sheet getting caught on the rudder stock. Second place went to Craig and third place went to Ann Ritchie.

So ended the 2016 2nd Scottish Travellers with thanks to SLSC and North Lanarkshire Council.

Final results:-
Gold 1st Craig Moffett, 2nd Alex Hodge, 3rd Ann Ritchie
Bronze 1st Jamie Scott, 2nd Lorna Turnbull.

Photos by Crawford Reid of Strathclyde Loch Sailing Club
I have been sailing at Lochore Meadows every second Saturday for about four years. During this time I have gained confidence and developed valuable skills both on and off the water. I was offered the opportunity to learn about and compete in my first regatta with other sailors who had varying abilities. I was eager to do this because I really like to challenge myself, learn new skills and take part in a variety of different events.

When preparing for the regatta I did some additional sailing and attended some classes where we learned about the highway code of sailing, wind direction, wind speed and the rules of the regatta. I had to read some additional information about the regatta so that I was clear on what I needed to do on the day. At home the day before the event I watched regular weather reports so that I could take the appropriate clothing and sail as well as possible. It was important to be prepared for all eventualities as I would be sailing for longer periods than I would on a normal Saturday sailing session.

On each day of the event I had to explain to my buddy, Richard Higgins on Saturday 2nd July 2016 and Glen Halstead on Sunday 3rd July 2016, what my weaknesses and strengths were as well as how to rig a Challenger before sailing on the water. Neither of my buddies had sailed a Challenger before and this was our first time working together. I found it challenging but exciting working as a team before, during and after the races.

At first I was overwhelmed with the amount of work that needed to be put in by everyone taking part in the event. There was a lot of information to take on board while sailing in the races. Lots of ropes etc. to work the Challenger, being aware of all of the other sailors on the water who were taking part in the regatta, working with my buddy and knowing what the course was that I needed to sail around.

The weather was very changeable and we got very wet and cold but we had fun throughout the two day event. The warm soup, tea and sandwiches were very welcome after being cold and wet while sailing. This helped to sustain everyone and get us ready for our next race.

It was very challenging for everyone involved in the organising and running of the event. Sailors had to be sorted into two groups, Bronze and Gold fleets, buddies organised, catering, laying the course and much more. A lot of volunteers were required to help during the event and their hard work contributed to the success of the regatta.

I am extremely grateful to everyone that made it possible for this event to take place. I hope that other events like this are organised locally so that I can participate in these events in the future as I really enjoyed this regatta.

Final results
Gold Class - 1st Graham Hall, 2nd Craig Moffett, 3rd Stephen Thomas Bate
Bronze Class - 1st Jim Galloway, 2nd Carole Tildesley
T5 of 6 started in my head the week before, whilst racing at Kippford week on the Solway Coast. I did not race on the Friday, as I wanted to arrive in Glasgow, ready in time to be assembling Challengers with other sailors, enjoying the camaraderie and excitement of the weekend ahead. Bardowie is a small loch, located 2 miles east of Milngavie. It is very picturesque, with some nice houses. One in particular is Bardowie Castle, built in 1566. It certainly is a sight to behold.

I arrived at Bardowie on Friday evening at 16:45, surprised to see no other Challenger sailors around. The place was devoid of people; yet all the outbuildings were open. A few people did come later, but I was disappointed to find nobody stopping to talk; except one unnamed teenaged lad, who I would like to thank for helping me with the mast. As a disabled sailor, the mast is the main part of assembly that I cannot manage on my own. I left at 18:30 to head to my hotel in Glasgow feeling quite despondent, as it struck that Bardowie was not a very friendly place.

Saturday morning, I arrived full of optimism and excitement at racing against other Challengers, as opposed to racing in a handicap fleet at my home Club at Annandale Sailing Club, Lochmaben.

After the Race Officer of the Day’s briefing, the racing started with the timing of 3, 1, go, which I was not used to, and surprised that it was not the RYA standard of 5, 4, 1, go. The first race started in light winds. I was battling for 3rd with Ronnie Cameron, when I picked up a gust on a port tack, whilst beating up to the windward mark. Unfortunately, this turned out to be a tactical error, as the extra distance covered meant that Ronnie reached the mark before me, and I could not catch up with him, finishing 4th.

Race 2 started well. At the end of the first lap, Ronnie had a slow tack, and I caught his sponson heading across the line. I did my penalty turn, leaving me some distance behind. At the end of the 2nd lap, Ronnie hit the Committee Boat. By the windward mark, he had not done his penalty turn. I pointed out to him that he would be disqualified. He had not realised that it required a penalty. He completed his on the run to the leeward mark, allowing me to overtake him. Our positions were reversed from race 1. After 2 races, we were level on points, with Craig Moffett and Alex Hodge 1 and 2.

Race 3 was uneventful, and I finished 3rd.

Race 4 was the last of the day. An extra race was squeezed in, with high winds forecast for the Sunday. The wind had dropped. Craig had won the first 3 races, but got off to a bad start, with Alex leading all the way to the finish. I found myself in a battle with Dorothy Bennett for 2nd. The lead between us alternated a few times. She eventually picked up a lift on the run from the windward mark, just beating me up to the line at the finish. Alex won the race, leaving Craig a distant 4th. I was 3rd overall after the first day.

Sunday’s conditions were much rougher than the Saturday. There was much deliberation from today’s Race Officer as to whether we would sail. The wind was 20, gusting at 25 knots. The bronze fleet had already decided that conditions were too strong for them. Conditions did not look too bad from the shoreline.

By the time the remaining 5 Gold fleet boats had launched, the wind was now 30, gusting 35. Ronnie had already decided to abandon, heading in with the aid of the rescue RIB. Whilst waiting for the start, I had already submarined 5 times, whilst beating up wind. As soon as I gybed to head downwind, I realised that with the boom out at 90 degrees, I had little control over the steering. Heading towards rocks, with not enough room to tack into the wind, I found myself with my foot against the tiller, trying to sheet in as fast as I could. The wind by now was 35, gusting at a peak of 39.9. Having avoiding the rocks, and with heart in mouth,
I decided that I was going to head in, but wondered how I would make it back to shore, without smashing on the rocks at speed. It was at this point that I got caught in irons, drifting backwards, unable to turn. Dorothy came upwind on starboard, just missed being scuttled on the rocks, tacked and broadsided my sponson, putting a hole in it. The safety boat came over to tow me in, but came across my bow, and I ended up puncturing the RIB. They eventually came alongside, holding me by the port side grab line. I was able to let the sail down, allowing them to tow me back to shore.

Unbeknown to me, Alex had a rudder issue. He was out of the race, leaving Craig and Dorothy the only two starters (foolishly, in my opinion, as I considered the conditions too dangerous to sail. If I was experiencing difficulty, so were others). Talking through events in the Club House, I noticed that I could only see two Challengers. One had turned turtle. It was Dorothy. She said that at the start of the race, she had hit the windward mark. In the process of doing her penalty turn, a gust came in as she gybed round. She lost the main sheet and the dinghy took off at speed. With no way of retrieving her main sheet, her dinghy nose-dived, pitchpolling, finally turning turtle. She was rescued, leaving Craig as the only finisher.

The day’s racing was abandoned, so the results from Saturday were the final positions, meaning that I finished 3rd. Presentations were made by the Duncan family (of Duncan’s Chandlery in Glasgow) who have generously sponsored the event for a number of years. Everybody received a nice t shirt and medals were handed out.

With one Regatta to go (Lochaber, Fort William) at the end of September, I have now secured 3rd place overall in the series. I am already looking forward to the 2017 season.

Results- Gold Class
1st Craig Moffett
2nd Alex Hodge
3rd Stephen Thomas Bate

Bronze Class-
1st Jamie Scott
2nd Lorna Turnbull.
Trip 1 - Rochdale Canal

We were looking for another trip afloat with the grandchildren this year but had to fit around their own family holiday. This resulted in us looking closer to home and we found a short week on a narrowboat on the Rochdale canal.

Paul Noble agreed to join us a crew member initially and later we established Owen and Greg, our grandsons to complete the crew.

We joined the spacious and beautifully appointed boat from “Shire Cruisers and left Sowerby Bridge on the afternoon of Friday 15th July. The staff were great at showing us the ropes going through the first couple of locks before letting us loose up the first stretch of canal to moor in a quiet spot near Brearley. The boys had great fun working the locks!

However, this canal had a great number of locks which were all unmanned and required to be operated by hand by the crew.

Next day we had expected an adventure but little did we know what was in store. We certainly got all the work with the locks, tunnels, bridges, the groundings and bumps and scrapes, but then round a corner and the boat we were following had come to an abrupt halt - a 7 year old child had fallen off the towpath into the canal, bike & all and the parents were going bananas. Child was hauled out pronto no worse the wear but it took some time to recover the bike with the help of Owen and the combined boathooks from both boats.

No sooner had we restarted with Greg on helm when overhanging branches took a fancy to our boathook and swept it off into the water. Quickly recovered with the help of a couple of walkers on the towpath.
To finish off the day we arrived at Stubbing Wharf pub, just above Hebden Bridge, where Greg did a perfect parking in front of a multitude sitting drinking in the sun. We were disappointed to be told that all the tables for meals were fully booked - then Owen had the brilliant idea of asking them if they could serve us on the boat - the answer YES!

Looking for quieter day on Sunday we set off early to continue another 2 locks up the canal to turn round below lock14 which is about as far as you can go until the repairs have been completed in September following the floods last year.

The canal was very silted especially further up and we grounded several times to give us some mild consternation. Survived back to Hebden Bridge for late lunch and shopping, topping up water before heading down to a quiet mooring at Mytholmroyd. This was a very busy day for the Boys working all the locks.

Back to Sowerby on Monday and carried on down the Calder & Hebble, with busiest day for locks so far (11 total), to a quiet mooring at Cromwell. Highlight of our day was getting interviewed by a reporter from BBC Radio Leeds who was interested in our views on this type of holiday in Yorkshire.

Tuesday 19th - Owen's first job of the day is the engine checks and today he had his work cut out after discovering a tight tangle of binding twine wrapped round the propeller shaft - clearing it gave him a good taste of being a flotilla engineer. That done we had a short trip today down to Brighouse with only 3 locks to negotiate - boys now really working smoothly as a team - and we topped it off with a very smooth turn round in the basin outside the marina.

We had the afternoon in the sun browsing the picturesque town, eating ice cream and later pizza. Final boost of the day was for Enid when another crew thought she was Owen's mum.

Wednesday 20th - Brighouse to Halifax Canal Arm - Today was the best day yet with the team working like a dream, Paul on shore with the boys working hard on the locks. Enid and I on the boat. A big day again with 12 locks and some tricky manoeuvres at the end, including the tight turn into the impressive guillotine lock at Salterhebble.

More lovely weather but fortunately not as oppressively hot as the 30deg the day before.

On our last day, we spent the morning with a few turning manoeuvres before an easy canal cruise back to Sowerby Bridge where we finished off the week with a celebratory meal in Temujin restaurant. That's a buffet where they stir fry your selection of raw ingredients in impressive display while you watch.
Trip 2 – Caledonian Canal

This was a bit of a bonus for the year - we were looking for somewhere to take Greg for the October school holiday week and stumbled across a cheap deal for a quality Cabin Cruiser over 4 days on the Caledonian Canal.

Monday 17th October - To begin the adventure we were treated to a spectacular rainbow over Rannoch Moor and the Blackmount on our drive up to the base at Laggan Locks.

At the base by 14.00 the staff wasted no time in getting us inducted and under way, through the 1st lock then a short motor took us along the lovely Laggan Avenue to our 1st mooring at the Great Glen Water Park.

By contrast to the earlier trip this year, this canal has a relatively small number of locks which are all manned by permanent staff therefore making the job of our crew much easier.

A glorious day on Tuesday - we woke to a clear but bitter cold day and made good time travelling the length of Loch Oich, through 2 locks and canal to Fort Augustus to meet up with old friend Elspeth (of Glenmore Club & Highland Disabled Ramblers).

With her friend Bob we had lunch on board before going down the lock ladder. We were very impressed with Greg and Enid towing the boat through all the locks on their own.

With a late start up Loch Ness this gave me a wee worry that it might be dark before our destination at Drumnadrochit Harbour - got there at 6.00pm to my relief - phew!

Finished off the day with a taxi in to the Loch Ness Inn for a wonderful meal.

The next day was fine again and Greg helmed us out of the harbour at Drumnadrochit passed Castle Urquhart and down Loch Ness.

We arrived just in time to get straight into the locks going up to our overnight berth at Fort Augustus.

That evening we went down to an atmospheric meal at the Bothy Bar.

Our last day was another superbly atmospheric one with super autumn colours to finish off this short break on the Caledonian Canal.

We had a late start and saw very busy activity at the top lock in Fort Augustus before making our way back all the way to the base in Laggan Locks marina.
### 2016 Challenger Traveller Series - Final Results

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**Notes (taken from guidance document "Information for Competitors" 2016)**

1. A minimum of two events must be sailed to comprise a valid entry to the series. (v) valid series entry.
2. Sailors who do not take part in an event will be allocated a score at the end of the season for each event missed. Score will be equivalent to the number of valid series entrants +1.
3. The final score for each Sailor will be the total for all events (excluding the worst score if there are 4 or more events in the series).
4. Event missed shown as :- 12

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**Digital Stuff**

Did You Know that our website [www.sailabilityscotland.org.uk](http://www.sailabilityscotland.org.uk) now has pages for Committee details and for all Charity Regulator (OSCR) documents and annual returns.

The site is now fully developed so please feel free to send any comments or suggestions for improvement you may have to the web manager at sailabilityscotland2012@gmail.com

Our Facebook page at [www.facebook.com/sailabilityscotland2012](http://www.facebook.com/sailabilityscotland2012) is kept constantly abreast of all our activities so do follow us by posting a "Like" on the Page. Any Visitor posts of general interest will be shared on our main Facebook timeline.
Looking Ahead – Programme 2017

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<tr>
<td>T1</td>
<td><strong>Loch Insh</strong>, Kincraig, Kingussie. PH21 1NU.</td>
<td>April 22/23</td>
</tr>
<tr>
<td>T2</td>
<td><strong>Loch Venachar</strong>, Callander. FK17 8HP.</td>
<td>May 13/14</td>
</tr>
<tr>
<td>T3</td>
<td><strong>Solway Yacht Club</strong>, Kippford, Dalbeattie DG5 4LL. <strong>Scottish Open Challenger Championships-SOCC</strong></td>
<td>June 10/11</td>
</tr>
<tr>
<td>T4</td>
<td><strong>Loch Earn</strong>, St. Fillans, Perthshire. PH6 2NG. <strong>English Championships, Grafham</strong></td>
<td>July 15/16</td>
</tr>
<tr>
<td></td>
<td><strong>Llyn Brenig Sailing Club</strong>, North Wales. LL21 9TT. <strong>Welsh Open Challenger Championships-WOCC</strong></td>
<td>July 22/23</td>
</tr>
<tr>
<td>T5</td>
<td><strong>Bardowie</strong> (Duncan's Regatta), nr Milngavie. G62 6EX. <strong>UK Championships, Rutland</strong></td>
<td>August 26/27</td>
</tr>
<tr>
<td>T6</td>
<td><strong>Lochaber Yacht Club</strong>, Fort William. PH33 6RN.</td>
<td>September 09/10</td>
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<tr>
<td></td>
<td><strong>UK Championships, Rutland</strong></td>
<td>September 15/16/17</td>
</tr>
</tbody>
</table>

Got Something to Say?

Please contribute to the next newsletter. Share your sailing adventures; write about why sailing is so important to you. Are we getting it right?

Contributions (in Word format) should be between 500 - 1000 words and be submitted to the Editor by the copy date shown on this page. Photographs should be supplied in jpeg format.

Articles are submitted on the understanding that Starboard will be published on the Sailability Scotland website.

A contribution is accepted on the basis that its author is responsible for the opinions expressed in it and such opinions are not necessarily those of Sailability Scotland. The Editor reserves the right to modify any article to meet space restrictions.

Articles should be sent to the Editor at sailabilityscotland2012@gmail.com

Membership

Membership of Sailability Scotland is open to all properly constituted clubs or groups providing sailing exclusively for people with disability, any sailing club or group that accepts people who are disabled into membership and any individual who is interested in what we do.

For further details contact the Secretary at sailabilityscotland2012@gmail.com

Next Issue is planned for August 2017

Copy date: - 31st July 2017