Scots n' Water

August-September, 1981
Volume XXIII
Number 6

Andy Fox wins NAC . . . 1
What's an NAC like?
Look at the pictures . . . 1-13
Wanna know how to lose? . . . 17

Andy Fox, 1981 NAC Champ, sitting; crew, Andy Klem, standing.
Andy Fox Wins Championship

Race report from notes by Andy Fox, Kelson Elam, and Paul Newton

Tune Up Race

The tune up race scheduled for Sunday afternoon was started and then abandoned after 3 legs of beating and assorted reaching in light winds. But as the towing in of the Fleet commenced, the wind piped up, and those who had not picked up their tow were rewarded with some good sailing. However the lateness of the day precluded another attempt.

Elimination Series

The first elimination race began after some confusion as to whether there was sufficient wind. Immediately after the Skipper’s Meeting a postponement was hoisted followed by an announcement that the annual meeting would be held in 10 minutes. Well, the wind picked up, the race was on, and the annual meeting was off, proving that we have our priorities in proper order.

As it turned out we sailed according to schedule, two races on Monday and one on Tuesday. The Monday afternoon races saw the best breezes of the week with the possible exception of the last race on Thursday; I believe we had 10-15 kts. for both of these races. Marc Eagan and crew Ed Turnipseed took two first place finishes, while Mike Johnson, Larry Taggart, William Weatherly, and Richard Wade won one apiece. The 71 boat Fleet was split 39-32.

First Race (Wed., AM)

Wind SW, 0-6 kts. Fox, Marc Eagan, and Wade broke out of the crunch at the heavily favored pin end and worked the left (con’t, page 3)
Don't be dismayed while you watch her get weighed.

(cont'd. from page 2)

shore. Fox lead at all marks. The wind began dying on the run, but the leaders had just sufficient air to get around the leeward mark and left to the shore. There they picked up a slight breeze. Fox went furthest into shore where he heard radios playing to leeward (what a blow!), and allowed Wade and Sonnier to tack away. For a while Fox looked better in more breeze, but after he came over to port the wind backed, allowing Sonnier and Wade to fetch the finish and requiring Fox to ease sheets and reach to a third. Wade was leading but became sandwiched between two Challenger Division boats attempting to finish, permitting Sonnier to capture first.

Notes from further back, by Paul Newton:

Meantime, those of us in the middle of the fleet were rounding the leeward mark in no wind. Killeen, Barnes, Hartman, and I rounded together and went to the right side of the course on port. Just as we could separate the sounds made by individual crickets on shore (as Fox was listening to the radios while way ahead on the opposite shore where we should have been), the 'breeze' lifted us by 70 degrees such that we were almost fetching the finish. Doesn't that sound great! Well, it wasn't so great; all the boats behind us had received the same lift. Then the gun fired, telling us we had 45 minutes to finish or be scored DNF. What to do? Well, I hung in there with Killeen, he being last year's National Champion. We picked up a little more breeze than those boats behind (ahead?) of us. After a bit, Hartman and I tacked away to try to cover the boats to our left, while Barnes and Killeen continued on port. Hartman and I crossed the pack. Barnes finally decided to try and join us; but he should have held on port. Hartman, Killeen and I finished, but Barnes didn't. Only 16 of the 39 Championship Division boats finished the fluky race, thus eliminating some very good sailors from a chance at the National Title. It seems a darn shame; perhaps we should adopt a throwout at the Nationals.

Second Race (Wed., PM)

Wind SW 5-10 kts. Once again the pin end of the starting line was favored. Wade and Santa Cruz started slightly up from the pin and tacked to port immediately. Marc Eagan started almost on the pin but was able to get out on port quickly to join Wade and Santa Cruz. Fox went hard left. Santa Cruz and Wade took a slow port header across the lake where they tacked into a hard starboard lift. Santa Cruz was to windward and rounded first with Wade second. Marc Eagan rounded in the top five. Fox came in from the left side on a late port lift to round in the top 10. And that's how it remained until near the end of the race.

Fox was in sixth place at the last weather mark rounding, and picked up two boats on the remaining run and beat to finish fourth. Wade, rounding the last weather mark in second behind Santa Cruz, gybed, and set the chute. Marc Eagan, rounding in third, saw evidence of more breeze to the right, set the chute on (con't. page 5)
Mike Johnson, Jr., shows us what to do before the start; look up the windward leg to see which side of the course shows evidence of the most wind.

Ullman Sails introduces a Championship-caliber Flying Scot suit of Sails

Ullman Sails enjoys a reputation for World Championship 470 sails as well as winning sails in the Snipe and other one-design classes. Now the Ullman Sail company—both in Newport Beach, California, and in Dallas, Texas—introduces a Championship-quality Flying Scot suit of sails.

The Ullman loft developed a prototype suit of Flying Scot sails to compete in Mid-Winter Championships of 1978. The prototype version sailed well, bringing home a second place in the Mid-Winters that year.

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The 1980 Ullman Sails demonstrated ability to point high, but still furnish enough power to drive through the chop in Pensacola Bay.

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(214) 741-2364
The start!

(con't. from page 3)

starboard and sailed for the new wind. By the time Wade saw the
new breeze and gybed to starboard to reach it, Marc had blown
ahead. And that was the finish, Santa Cruz in first, Marc in
second, Wade third, and Fox fourth.

Notes from further back, by Paul Newton:
The pin end of the start line was favored as in the first race.
Sharon and I sailed the line, noted a point on shore in line with
the starting line; and, sure enough, just like the books say, there
was a big sag in the line which allowed us a beautiful start right
over Mike Johnson, Jr., who I'm sure thought we were over early.
Almost everybody headed to the left, presumably because it had
worked in the first race. Carpenter, Johnson, and I held to the
middle with leenings left. We saw Santa Cruz come out on the
starboard lift or right mentioned above to round the weather
mark first. You won't believe this but I'm gonna say it anyway;
before the race I had planned to go right but when Johnson
tacked to starboard and nearly everybody else was way left, I went
too—50,000 Frenchmen (New Orleans men?) can't be wrong;
but they were!

Nothing spectacular happened on the reaches or the second
windward leg, unless you count my attack of blindness at the end
of the second weather leg. At the end of that beat the wind was
filling in strong on the left side of the course. Because of my
blindness attack I didn't see it, rounded the weather mark, and
gybed to port. Bubby Eagan (who rounded right in front of me)

and Chuck Barnes (who rounded right behind me) went off on
starboard toward the new breeze. They finished eighth and ninth
in the race while I finished 24th. It may seem hard to believe that
one could lose so many boats on one run, but I certainly did. The
angle to the leeward mark was better on port than on starboard,
but, in most instances it pays to go where the wind is, so Bubby
told me later. In this instance it paid to reach on starboard from
the weather mark, gybe once and come into the leeward mark on
port, rather than to sail the shorter rhumb line course on port.

Third Race (Thurs., AM)

Wind SW 5-10 kts. Once again the pin end was favored. Fox
started at the pin, tacked to port and had the Fleet covered. Fox
and Johnson, Jr., proceeded to place themselves way out in front
and led the entire race with M. Eagan, Wade, Sonnier, Santa
Cruz and B. Eagan battling for the top 10 positions. A hard shift
to the right on the second weather leg jumbled up the fleet and
caused the last two legs to become close reach train rides to the
finish. Fox won with Johnson, Jr., second. Unfortunately Johnson,
Jr., was disqualified for a rules infraction.

Notes from further back, by Paul Newton:

As in the second race there was a big sag in the starting boats
about 150 feet from the pin end. We had a good start in this hole,
but the pin was so favored that we were not among the leaders.
Wade crossed ahead on port, we cleared his stern, tacked, and

(con't. page 7)
Then later, splendid lonesome sailing on the layline

Many long-time Flying Scot sailors know the name Boston and remember when Boston sails were dominant in the class. Times changed and Boston faded from the scene.

Times have changed again. This past spring, Boston spent many long hours on the water and in the loft analyzing and testing the currently available sails, designing and redesigning until we had a set that tested faster than any other.

This new design has been used in two regattas this summer. At the Michigan districts, Bostons were 1st and 2nd. And at the 1981 NAC’s, a Boston equipped Scot topped the fleet, showing superior speed in all conditions.

The sails and their performance are not an accident. They are a product of logical testing and long sailmaking experience.

For details on these NAC winning sails, call or write Larry Klein.

BOSTON SAILS, INC. 38857 HARPER AVE. MT. CLEMENS, MI 313-468-1488
Fourth Race (Thurs., PM)

Wind SW 8-12 kts. As in all the previous races the pin end of the line was favored. Those boats which tacked to port and went for the right side prospered. There was a big starboard lift and more breeze on the right; those who went furthest right made out big. Johnson, Jr., went in the furthest, crossed the Fleet on starboard and was first to the weather mark. Fox didn't go quite as far right and rounded in second. Faget was third.

The first reach was set very tight causing many gybes downwind on the second "reach." Johnson, still in the lead and Fox, in second, rounded the leeward mark safely but left M. Eagan on the outside in a hole to be sailed over by Faget, Wade and Barnes.

Early on the second weather leg Fox and Johnson got into a tacking duel, allowing Faget to sail unmolested over to the right where he picked up another starboard lift which carried him to the weather mark first. Meanwhile Fox slipped around Johnson, Jr., saw the starboard lift on the right, and got over there to round second. Johnson, Jr., held left and lost ground (water?); Santa Cruz, Soonier and Taggart went right and gained. Johnson passed Taggart to finish fifth. Faget held off a late charge by Fox to win.

Notes from all the way back by Paul Newton:

We also observed that the pin end was favored. Once more we attempted to take advantage of the sag in the line. But we struck

(cont'd. from page 5)

went right with him in clean air. There was a big crowd tacking back and forth with the shifts on the right. I guess everybody was looking for the advantage that Santa Cruz had found there in the second race. Around the weather mark and on the gybe; Sharon did a super job gybing. We tried to go over Faget with our chute pulled right in, but he was ahead just enough to be able to foot off and leave us. We thought we were going to be behind, but actually we were pinching up with the chute and going slow! We rounded the leeward mark between 10th and 15th and proceeded to go left, totally ignoring Sansom who was just behind us going right. We went way left and never got a header. After finally rounding the weather mark, and way back in the pack now, we could barely fly the chute on port back to the "leeward" mark. There had been a tremendous shift to the right, probably as much or a little more than 45 degrees evidenced by the fact that the Challenger Division was flying the "windward" mark on starboard from the "leeward" mark. Another case of blindness on my part! I realized that I should have checked the situation on the right side of the course while beating up the left side; it would have paid. The Championship Division sailed on a close reach from the "leeward" mark back to the "windward" mark. Sansom, who, as you recall, had gone right on the second beat from a position astern of us, finished 5th while we finished 15th. We had had another lesson on keeping our eyes open.

AUGUST-SEPTEMBER, 1981
And finally
time to go in for some rest

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1235 Elm Street
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(517) 547-5920
our nose over early and had to re-round the pin end of the line (the 1-minute rule applied to all starts at this regatta). We headed left, looked for the header that never came, and trekked back to the weather mark.

The first reach was very tight; everyone was having difficulty with spinners. Ted Glass, ahead of us, took his down, allowed us to sail by him to windward, and then put it back up. Thanks, Ted! We gave you your place back later in the race though.

The second reach was actually a run. We went way too high on port and lost a few boats. We rounded the leeward mark just behind Larry Lewis. Lewis went right, we went left. Once again, a case of blindness, but this time I committed the fatal error of being stubborn. I held on the left side even though I knew that there was little chance of getting a big header. We were on the outside of a persistent lift, the great circle route. We finally went right and rounded near the back of the Fleet.

Remembering that I had a camera on board it seemed a good time to think about the problem I was having getting enough pictures for Scots n’ Water. We sailed about one-third of the run and then I decided to accept a DNF and take some pictures of the finish. So you see, it didn’t hurt too bad to stop racing and take some pictures. Doug Sansom later told me that there had been many times when he had wished for such an admirable excuse for not finishing a race. I hope the pictures in this issue make my “sacrifice” worthwhile; we finished 19th in the regatta instead of a possible 17th. But I still regret it.

The lessons learned (I doubt it!) at this regatta are:
1. Don’t be blind.
2. Don’t be stubborn.
3. Don’t quit.

Race Winners, Elimination Series
Division I
1. Richard Wade and Kelon Elam
2. Mark Eagan and Ed Tumipseed
3. William Weatherly and Adson White

Division II
1. Larry Taggart and Keith Andrews
2. Mike Johnson, Jr., and Alexander Cooke
3. Marc Eagan and Ed Tumipseed

1981 Junior NAC

1981 Junior North American Championships will be held at Bay Waveland Yacht Club, Bay, St. Louis, Mississippi, November 28 and 29, 1981. For more information contact Allen M. Douglas, (904) 763-6623.
Those who
did okay

Debbie Peterson Wins Challenger

by Paul Newton

Finishes of 4, 1, 4, 3 gave Debbie a comfortable margin over second place finisher, Robert Douglas, who, with crew Tanner Schultz and Kathy Bell, had finishes of 2, 7, 9, 2. Debbie won the Commodore’s Division at the Midwinters year before last; now she has won the Challenger Division at the Nationals; will it be the National Title next year?

First place finishes in the four races were divided among four North Carolina boats; Bert Allen with crew, Bob Valentine; Debbie Peterson and her father, Norm; Mike and Beverly Kawalec; and Bob and Beverly Murdock; proving the degree of competition for this year’s title. As for Mike and Beverly Kawalec, this was their first win in 9 years of racing. Not only that, but Mike and Bev placed third in the Challenger Division. Congratulations, Mike and Bev!

Duncan and Cheri Gardiner of Kentucky, having been forced to sail in the Challenger Division by a French luff in the Eliminations by Yours Truly, took home fourth place silver. Duncan and Cheri, I hope it’s some consolation to you that I didn’t take home any silver!
And those who can't understand why it wasn’t their day.

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Trophies, Trophies, Trophies!

by Paul Newton

One would be hard pressed to miss carrying home some sort of trophy or recognition from the Flying Scot North American Championship. The FSSA requires that trophies be awarded to the 1st 5 places in both Championship and Challenger Divisions, as well as to the crews of the 1st 5 places in both Divisions. Besides these trophies there are 18 perpetual traveling trophies awarded at each NAC. Some of these were absolutely the most beautiful trophies I had ever seen. The winners of these perpetual trophies for 1981 are:

- **Gordon K. Douglass Trophy**
  1st, Championship Division
  Andy Fox

- **Howard Boston Yacht Sail Trophy**
  2nd, Championship Division
  Randy Santa-Cruz

- **George L. Foster Trophy**
  3rd, Championship Division
  Scott Sonnier

- **Ratsey and Lapthorn Trophy**
  4th, Championship Division
  Marc Eagan

- **Maxine Elam Trophy**
  1st in 1st Race, Championship Division
  Scott Sonnier

- **Schaeffer Marine Trophy**
  1st in 2nd Race, Championship Division
  Randy Santa-Cruz

- **John C. Jones, III Memorial Trophy**
  1st in 3rd Race, Championship Division
  Andy Fox

- **Buddy Pollak Trophy**
  1st in 4th Race, Championship Division
  Benz Faget
Winners are

Debbie Peterson, Challenger

Fleet 7 Trophy
1st in very last Race,
Championship Division

Max and Mary Doolittle Trophy
1st, Challenger Division

Sam Tellchow Memorial Trophy
2nd, Challenger Division

Terry Schroeder Trophy
3rd, Challenger Division

Fred Crapo Trophy
1st in 1st Race,
Challenger Division

Paul C. Schreck Trophy
Most 1st Places

Mary Douglass Trophy
Best Family-Sailed Boat
with Ladies on Board

Benz Faget

Debbie Peterson

Robert Douglas

Mike Kawalec

Bert Allen

Marc Eagan
(Had to include Elimination Series Races to determine)

Robert MacKenzie
with wife Trish, and
Daughter, Norma, crewing.

Detroit Yacht Sail Club Cup
Best Sailed Club-Owned Flying Scot
Randy Santa-Cruz

Ted and Florence Glass Trophy
Best Boat with Husband/Wife Crew
Larry and Star Lewis

J. Edgar Eubanks Executive Secretary's Cup
Person having done most for Flying Scot Class
Dr. William V. Singletary, M.D.

Keeper trophy awarded as well as traveling trophies.

In addition to the above winners, the following were recognised and given awards:

Rubber Duckie Award
Pat Barry, Jr. (11th)

Skipper who did best in his first NAC
Scot Sonnier

Oldest Skipper
Don Chamberlain

Youngest Skipper
Scot Sonnier

AUGUST-SEPTEMBER, 1981
GO FAST
Super Schreck Sails

Fast Flying Scot Sails, sails that make a difference, are now available at Paul Schreck & Co., Sailmakers. After years of testing, Paul Schreck has developed a suit of truly fast sails. Even racers who haven’t quite mastered the fine points of tuning and trim have begun to win with these sails.

The sails are just plain fast. In 1979 and 1980 Super Schreck Sails have produced these results:

- Bruce and Arlys Bjorke won three of three races to capture the Fleet 123 Championship at the Weekend Regatta, Lake Melegoshe, North Dakota.
- Harry Carpenter and Eric Ammann won the Great 48 Regatta, Lake Norman, North Carolina
- Harry Carpenter won the Egyptian Cup Regatta on Crab Orchard Lake, Illinois.
- Tony Krug won the 1980 (Greater) New York District Championship.
- Paul Schreck won the 1979 GYA Championship “Cock of the Walk” Series.

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Suit—5 oz. Dacron $447.00
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How shall we celebrate our 25th?

by Sharon Newton

The Flying Scot will celebrate its Silver Anniversary in 1982. How about helping decide how the twenty-fifth birthday of our favorite sailboat can best be honored. Entering the contest is simple; just send any ideas or suggestions you may have to the Executive Secretary, Ed Eubanks, P.O. Box 11187, Columbia, S.C. 29211. As a little extra incentive to participate, Gordon Douglass Boat Co. will award to the winner of this contest a new spinnaker. So, start thinking and let us hear from you. Further details will be forthcoming in the October issue.

NAC Championship results

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### NAC Challenger Results

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Losing races made easy!

by Gordon K. Douglass

Countless articles and books have been written about how to win sailboat races. In the *Highlights of Scots 'n Water*, for example, an entire section of the book is devoted to how to win races. But not anywhere do I find even a mention of how to lose races. Isn't this odd, considering the fact that in a big fleet only a very few boats really can be concerned with winning? Any way you look at it, there are a great many more losers than winners. Isn't it obvious that most skippers must be doing their utmost, in one way or another, to lose the race? The only question seems to be one of degree. Apparently some skippers have a greater aptitude than others.

Success in losing depends to a great degree on having the right equipment. After all, how can a crew expect to succeed in losing with the benefit of the latest and best in boat hardware? The importance of this is brought home to me by the introductory article in the *Highlights*. The article tells of the man who wrote that he had bought his Scot because he thought she was rigged exactly right but now, after owning the boat for a year, he now has ideas for changing the rigging. I have not read, not heard, of his winnings, and therefore must conclude that he has been losing and is searching for better ways to do it.

There are many techniques for losing, some of them more effective, more subtle, than others. Not so long ago I was privileged to crew for one of the best losers I have known. His boat was well enough rigged—nothing fancy, of course—but every move he made was calculated to lose us a position or two. This was his day. The wind was of medium velocity with fairly radical shifts. We planned our start for the far end of the line because the wind favored that end. I called the seconds, and we had a perfect start at the pin, right on the gun. All we needed was a header to let us tack onto port and sail right over the top of the entire fleet. Perfect. We were in first place. The header came, a major one, and we tacked onto what would have been a beautiful lift, just as planned. But my skipper spun the boat so fast we ended up dead in the water. By the time we could get moving again, two starboard tackers nailed us down and we had to go astern of them. Already we were third, and the race had only started.

The wind soon veered to its original direction, giving us the chance to go back onto starboard, just right to be in the safe leeward position under another starboard tacker. Beautiful. Before very long we converged with a boat on port tack, on a heading which would let it almost, but not quite, clear our bow. Just as I was about to suggest to my skipper that it would be best to tell the port tack skipper to hold his distance if we ducked under his stern, before I could get the words out of my mouth he yelled, "Starboard! Starboard!" Our competitor hurriedly came about, just ahead and just to leeward, thereby putting us into the most hopeless of hopeless positions. We wanted to split tacks and get away, but could not come about because of the starboard tacker above us, and could only wait while the one below pulled ahead and the one above us ground down over us. By the time we were able to tack onto port to clear our air, three other starboard tackers had us, forcing us to go astern of them. Now, already, we were in seventh place in a fleet of eight boats. My skipper was batting .875.

One to go, and this one ray skipper saved for the weather mark. We outsailed the 8th boat and should have lead it around the mark, but my daunted skipper was up to the task. Never hesitating, he misjudged his final tack, tried to luff around the mark, drifted into the mark and had to re-round it. Now we were last. Just think how much better my skipper could have lost it only he'd been fully equipped with the best up-to-the-minute state-of-the-art hardware.

Regatta Schedule

Oct. 3-4 — Virginia Inland Sailing Association (VISA), Smith Mountain Lake, Roanoke, Virginia.

Oct. 3-4 — Grand Annual Cave Run Regatta, Cave Run Sailing Assoc., Cave Run Lake. Contact: Duncan Gardner, 3569 Bold Bidder, Lexington, Kentucky 40502. 606-272-1574.

Oct. 10 — Last Chance Regatta — Richmond, Virginia. Contact: Bill Giles, 9514 Beckham Dr., Richmond, Virginia 23235.


The Fleet’s In

Janet Besse is the New York Lakes District Champion

Janet Besse of the Skaneateles Sailing Club, with crew Mary Jane Rotolo, and Nancy Eagon, won the NYLD Championship, but Bob and Dory Schneider of Fleet 31, Greater New York, Shore Acres Yacht Club, won the Regatta. Since skippers came from outside the District, awards were given to the top three skippers and crews in both the District and Open events, though all raced simultaneously.

The NYLD Regatta was hosted by the Skaneateles Sailing Club on June 27-28. Four races were held on Saturday, the first in wind of 5 to 10 mph. The breeze gradually increased during the day. In the fourth and longest race sailors enjoyed wind of 8-15 mph. On Sunday there was no air stirring at all. After waiting hopefully for several hours, the Race Committee announced that Saturday’s four races completed the Series. The social events of the weekend, Saturday’s Attitude Adjustment Hour, and steak dinner, were well received.

The top finishers in the District were:

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<td>Cynthia Rea</td>
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The top finishers in the Open were:

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<td>Chip Coffin</td>
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Calverters capture Prairie District Championship again

by Peter Vogel

Jim and Kay Calvert sailed to their second straight Prairie District Championship at the annual Scot Regatta held at The Windycrest Sailing Club, Tulsa, Oklahoma on July 18 and 19. The Calverters who live in Emporia, Kansas, and are members of Fleet 89, used conservative tactics combined with good boat handling to stay among the fleet leaders throughout the three race series.

The regatta was sailed on Lake Keystone, a man-made lake just west of Tulsa. The winds were steady in direction and slowly varying in speed between 10 and 15 mph, therefore most boats continually probed one side of the lake or the other looking for a winning lift. The Calverters, however, stayed in the middle of the lake and concentrated on boat speed. The competition was good with several boats trading the leadership.

Following the races on Saturday, Fleet 59 hosted a cocktail party and later that evening the Tulsa Thistle fleet served the participants an excellent steak dinner. Trophy presentations and lunch followed the race on Sunday morning.

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<td>Brandon</td>
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SCOT'S N' WATER
Paul Moore—
New Midwestern District Champion

by Rex Bowers

Eighteen boats from five fleets sailed in the Midwestern District Championships held July 11-12 on Crab Orchard Lake. The youngest sailor was 12-year old Andrew Wilson who sailed with his grandparents, Ted and Florence Glass.

The first race Saturday morning was called for lack of wind but was sailed Saturday afternoon over a shortened course. Paul Moore led the fleet to the finish closely followed by Paul McRoy and Robert MacKenzie.

Sunday morning brought winds of 5 to 12, and second and third races were sailed back-to-back beginning at 9 am. In the second race Jerry Hartman led most of the way but got caught in a wind shift near the finish line and was passed by Moore, Tempelman and Striegel. Hartman took the third race with David Wyatt and Cecil Browning second and third. Moore was over early but worked his way back through the fleet to seventh to edge Hartman in the final score by one-quarter point.

Although only five boats took home silver, every boat entered took home china. Orpha Striegel and Marion Stephens of Fleet 30 painted Flying Scots on china dishes that were awarded as mementos of the regatta.

Consistent Uyeda wins
Texas District Championship

by Ko Uyeda

The Texas District Regatta for 1981 was held on May 16 and 17 on Whitewater Lake, Dallas, Texas. Among 19 Scot sailors competing four from Houston and three from Abilene participated in the regatta. Under the threatening sky four races were held on Saturday with wind of 5 to 15 mph from SE and on Sunday one more race was held with stronger wind up to 20 mph.

Jesse Uyeda with crews John Weston and Ko Uyeda captured first place with the most consistent performance. Second to fourth places were extremely close with 1/4 point separating these skippers. Second place was won by Richard Wade tied in points with Brad Davis, third place, and followed by fourth place finisher, Fred T. Shepard. Tom Shepard garnered fifth place. The Dallas Sailors dominated this event by taking the first nine places.

Ohio District Flying Scot Regatta

(22 Boats from 5 Clubs)

June 27 & 28
Atwood Lake, Dellroy, Ohio

Boyce, 3006 rounds ahead of Baugh, 2862; Stewart, 1342; Forrest, 1,176; Blonski, 2843; and Heimbaugh, 2550.
1981 Carolina District Championship & “Great 48” Regatta
Lake Norman, N.C.
May 8-9, 1981

by Debbie Peterson

Paul Newton, ably assisted by “1st lieutenant” Chuck Barnes, topped a fleet of 27 skippers to become 1981 Carolina’s District Champion. The 5 race regatta was hosted by Lake Norman Yacht Club’s Flying Scot Fleet No. 48, host of the 1981 North American Championship.

Harry Carpenter led after four races sailed in 5-15 kt. breezes. The wind left the fleet sitting in a near drifter for the last race. Harry was slowed in the shuffling at the last leeward mark; Newton slipped through the crowd and managed to keep enough boats between himself and Carpenter to win.

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<td>3</td>
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<td>6 Dave Batchelor</td>
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Newton rounds inside at Districts’ first race leeward mark. Walker, 171; Carpenter, 3601; Schultz, 1885; Crowe, 2720; and Batchelor, 2324 follow. Schildroth photo.

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Jeff Stamper and crew, Dave Sommers, show proper light air crew position
Mike Johnson, Jr., and crew, Alex Cooke give us a parting shot from the 1981 NAC.

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