

Scots n' Water

January-February 1981
Volume XXIII
Number 1

Larry Taggart wins
Gulf District, again . . . 2

Midwinters deserve
GLFSRIF title . . . 7

Northwest skippers
add to fleet . . . 12

Cruising singlehanded to Cape Lookout:
Paul Newton recounts a Scot overnight . . . page 8

Taggart wins appeal, wins district title

by Ken Kleinschrodt

Larry Taggart's appeal, found in his favor, overturned a decision of the Buccaneer Yacht Club protest committee, reinstated Taggart's finish in the last race, and returned the 1980 Flying Scot Gulf District Championship to Taggart.

The Gulf Districts had been sailed June 21, 22 at the Buccaneer Yacht Club.

The corrected standings now read:

1. Larry Taggart 4-5-2—11 pts.
2. Hoagie Herman 5-6-7—18 pts.
3. Dwight LeBlanc 14-4-1—18-3/4 pts.
4. Bill Davis, Jr. 11-3-6—20
5. Mike Johnson, Jr. 10-2-9—21 pts.

Letter to Editor:

Open Letter to Texas and Gulf Districts

At the 1980 North American Championship in Pensacola, Florida, Bill Berry, Texas District Governor, and I discussed at some length of establishing a Texas/Gulf regional championship. We felt that with the abundance of talent between the two districts, this regional championship could be a successful event. It could be an annual Regatta in addition to each respective district's championship, or an every-other-year event taking the place of both district championships and being rotated from district to district. If interested in establishing such an event, please write:

Ken Kleinschrodt
Gulf District Governor
4118 Springdale Rd.
Mobile, AL 36609

Bill Berry
Texas District Governor
2301 West Sharon
Deer Park, TX 77536

ILYA 'Spirit' regatta adds Scots to fleet

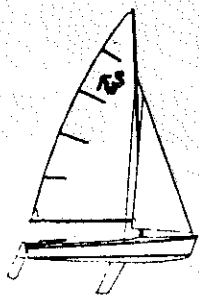
by Paul Nickerson

Edgewater Yacht Club and Flying Scot Fleet 12 is hosting the 1981 ILYA "Spirit Regatta" for one-design classes June 13 and 14. There will be back-to-back races both days using Olympic scoring and rules. Each boat will count three races. This regatta is open to all FSSA members.

The "Spirit Regatta" is expertly run by the ILYA and includes Thistle, Highlander, Ensign, Dragon, J24, Tartan Ten and other one-design classes. There will be at least two courses.

Limited space for van and motorhome camping is available inside the Yacht Club grounds and Downtown Cleveland is only minutes away.

If you have any questions or would like to participate, please contact Ted Mahony (Phone 216-321-1275), or Paul Nickerson (Phone 216-749-1481) or write to: Flying Scot Fleet 12, 6403 Luelda, Parma, Ohio 44129.



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No Room at the Mark—Mike Douglas, FS 2278, steers away from R. Sanches, inside, at the jibing mark. Marc Eagan, right,

fights a lifting pole after jibing. For the next sequence of Wilma Audleman photos, see page 15.

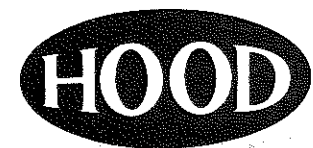
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Rescues require common sense, coordination, knowledge of how to bridle Scot, Sandy says

by Gordon K. "Sandy" Douglass

Rescuing a swamped boat never is easy, and the difficulty is magnified by the severe conditions generally existing at the time, but there should be no need for the insufferable exhausting gyrations of some of the rescues at last year's Mid-Winter Regatta. I never before have seen a boat standing on end, as shown by Dick Elam's photos in the March *Scots n' Water*. Charlie Wesley and his crew are to be commended for doing their best to rescue the capsized boats under trying conditions. I will do my best, also under trying conditions, arising from the fact that Scot sailors apparently do not read. Or, if they do, they do not believe what they read.

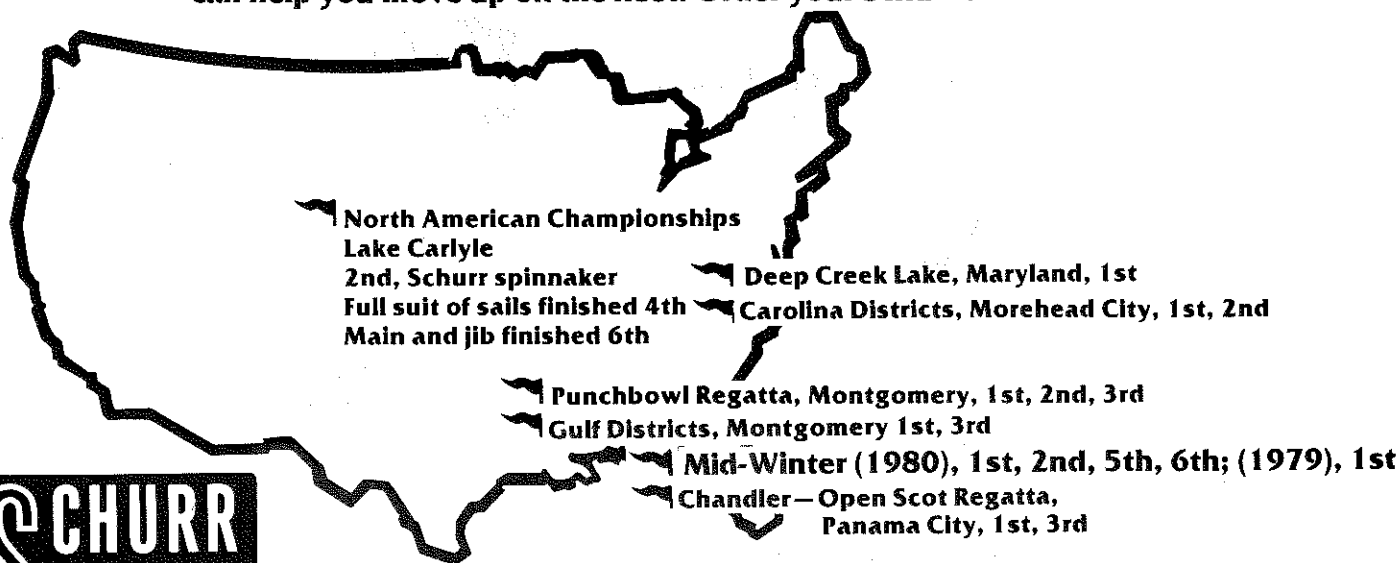
In this article Charlie wrote that "Out of all the people on the five boats we towed, only one person

knew what to do with the towing bridle." This too often seems to be the case, and to compound the problem, rescuers often are no better informed. I can think of more than one North American where we gave a bridle to the Race Committee and explained its use, only to find later that, although there had been capsize, the bridle never had been used.

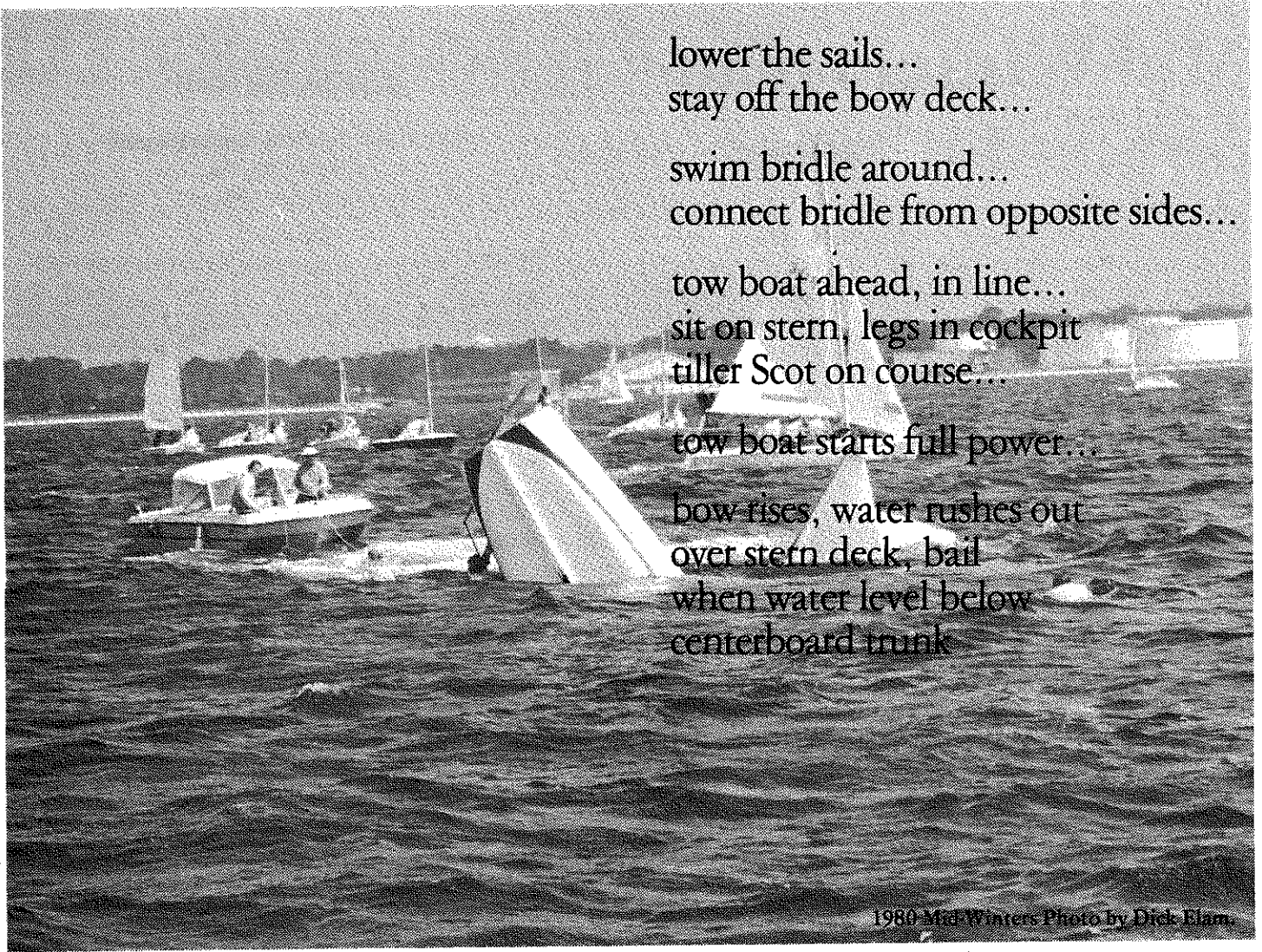
Without the bridle the rescue of a swamped boat means a long and tedious tow at one or two miles per hour. With the proper use of the bridle a Scot can be emptied in a couple of minutes to where the boat can then be bailed out by her crew and sailed home. A successful rescue under storm conditions requires coordination between rescuer and rescuee, with some knowledge and common sense shown on both sides. Referring again to the photos in the article, it should

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lower the sails...
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connect bridle from opposite sides...
tow boat ahead, in line...
sit on stern, legs in cockpit
tiller Scot on course...
tow boat starts full power...
bow rises, water rushes out
over stern deck, bail
when water level below
centerboard trunk

1980 Mid-Winters Photo by Dick Eiam.

be obvious that the very first move should have been to lower the sails before the boat was righted. Obviously it was the sails which were driving the boat down under.

There is no need for the person to walk or creep forward on the bow deck, and it is futile anyway because from there a person cannot push the bridle down under the fore-foot of the bow. Swimming the towing bridle around is the obvious method, especially since the crew already is in the water. Two persons can then scramble aboard, from opposite sides, to connect the bridle ends. Remember that a person crouched in water up to his neck has no weight to depress the boat.

Once the bridle is attached the tow boat must get into position. In my Highlights article I write that, "Needless to say, the tow boat must be ahead of and in line with the Scot when it starts to pull." At this time two crew members should be sitting on the stern deck of the Scot (with legs in the cockpit), one at the tiller to keep the boat on course. The tow line must be

centered under the keel, and at the other end should be made fast to a center cleat on the stern of the tow boat. For an outboard boat it should be bridled from the cleats on the corners of the transom.

After the slack in the line has been taken up, the tow boat should start off under full power, the reason being that much of the success of the venture comes from the inertia of the water in the Scot. At the start the bow will rise and most of the water will rush out over the stern deck. At this point the tow can be stopped, and the bridle cast off because the water level will be below the top of the centerboard trunk. Two men with buckets can bail out the rest in a few minutes. Boats with transom ports can be towed very nearly dry, as Charlie suggests. In any case, a number of plastic buckets should be a part of the equipment of the rescue boat; and a part of the equipment of every sailor should be a knowledge of what to do to help the rescue boat. It could happen to you.

Mid-Winters plan 6 races for title

Six races—with a throwout if all six races are sailed—will be sailed for the Mid-Winter championship at Panama City.

First race will be Wednesday, March 4. Registration begins on March 3. Sails will be measured, and skippers must have paid 1981 FSSA dues.

Skippers will select the between the Championship and Challenger divisions.

Entrance fee: \$35.00 (\$30.00 if pre-registered by March 1st).

Local motels readily available to the club are:

Howard Johnson
4601 West Hwy. 98
Panama City, Fla. 32401
Tel: 904-785-0222

Holiday Inn Bayside
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Panama City, Fla. 32401
Tel: 904-763-4622

Ramada Inn
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Panama City, Fla. 32401
Tel: 904-785-0561

Mid-Winter schedule looks like this:

- | | |
|------------------|---|
| Tue., March 3: | Registration and sail measurement
Board of Governors Meeting |
| Wed., March 4: | Registration and sail measurement
First race
Raw oyster bar and beer 1730-1900 hrs. |
| Thurs., March 5: | Second and third race
Cocktail party 1830-2000 hrs. |
| Fri., March 6: | Fourth and fifth race
Dance 2000-24000 hrs. |
| Sat., March 7: | Sixth race
Trophy presentation |

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Panama City, Fla.
March 3-7, 1981

Skipper _____

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City _____ State _____

Sail No. _____ Fleet No. _____

Division _____

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Behind the Editor's 8 Box

Greatest Little Flying Scot Race in Florida deserves a superlative or two from a Texan

by Dick Elam

The Greatest Little Flying Scot Race in Florida—that's the title this Texan chooses to embroider on the Mid-Winter Championships—will sail without us this year. We will miss that regatta in Panama City which commands a superlative title deserving of long-standing institutions and Broadway shows. We have been a fairly regular patron of the St. Andrews Bay Yacht Club Regatta for seven years, and not being there causes us to resolve and remember.

We resolve that when your work keeps you from going sailing, you need to rework your priorities—if you can.

We remember the sunning on the front lawn where we dried out the spinnaker and the crew. And we remember the funning in the club room where wetted down. But most of all, we remember the glory of a rounding and the agony of a windward beat. Since we won't see you at the fireplace in the bar, we'll tell our versions in advance.

The Glory of Rounding—Ten or more boats must have turned the windward mark ahead of Kelson and me. We followed a crowd of spinnakers, all busily blanketing each other. We ran north towards the turning mark near the Holiday Inn, sailing in free air, gaining on the pack. Ahead of us the group jibed, yelled for room, fell off because they couldn't carry spinnakers on the close reach that led to the next mark.

We could swing wide, jibe and cut close to the mark, behind the wall of leaders. Some crews were dousing spinnakers so they could hold the close reach. Kelson jibed the pole, while I headed up. He cleated the spinnaker guy and jumped to the high side while tightening the spinnaker sheet. We both hiked, flattened number 1198, planed, and passed boats ahead and to leeward. I still remember the amazed look in Paul Schreck's face as we

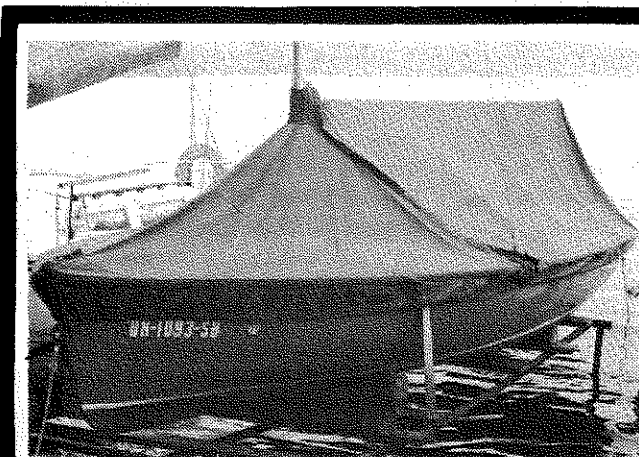
planed by to windward while his spinnaker folded. That race we finished either our second or fourth, but that rounding kept us in striking distance of Fred Meno who had two firsts.

The Agony of Heeling—Same 1974 Midwinters, Sunday morning with the wind piping up, we luffed our way through the second beat, flagging our main so much that we lost a high batten. But how we flew downwind on that last run of the Olympic Course. Only Marc Eagan with his two huskies passed us by tacking downwind. We didn't dare jibe. Mainly, we hiked, kept moving aft to plane more and rode the wind to a seventh place position at the leeward mark. If we finished seventh, and Meno finished 12th, we could win. And the last time we looked back at Meno, Fred was sailing 15th.

Then we started upwind, trying to keep as flat as the Blonski brothers and their third crew. We didn't. The wind rose. We heeled. Lost a position to a three-crew Scot. Lost another. And then we realized that Fred Meno was grinding over us to windward. At the finish we lost Fred and Harry Chapman. Fred finished ninth, which kept him ahead of John Murray who won the last race, and Fred won the Mid-Winter Championships.

This kind of competition helps make the Panama City Midwinters The Greatest Little Flying Scot Race in Florida. Jack Laird picks you up with his cherry picker and puts you in and out of the water. The Race Committee works hard for good lines and fair courses. Betty Smith and the other ladies make the press and out-of-towners welcome. Floyd Davis passes out chuckles. And Allen Douglass, somehow, solves big and little problems.

You might get tired sitting through those meetings, but the sailing makes you remember the great roundings. The friendships shared over raw oysters make you resolve not to let those other events, like your job, keep you from sailing.



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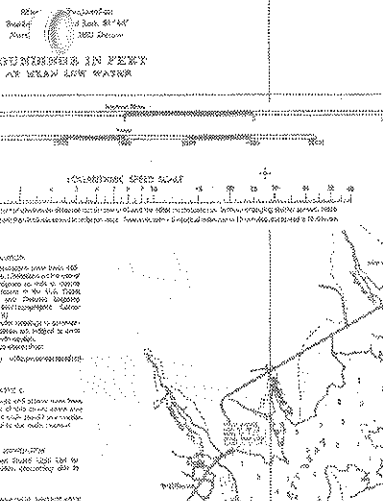
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by settling my body (upon an air mattress) between the transom and the aft end of the centerboard trunk. This was actually fairly comfortable although a better idea would be to place slats of plywood across the seats with an air mattress on top. Of course the slats should be of a width that could be carried in the bow while sailing.

The next morning the wind was still out of 225 and blowing. I would guess, 15-20 knots. I didn't dare return to Morehead in the Ocean with that much breeze and its accompanying lump-o-sea.

I hoisted sail, both main and jib, and prepared to take in the anchor. There was a gallery of spectators on the "Diamond City" prepared to watch this spectacle, a singlehander hoisting anchor with sails flapping in 15-18 knots of wind. They might have been worried about what a Flying Scot could do to their topsides. But the Scot behaved beautifully, she hove to without my having to lash her tiller and gave me plenty of time to situate the anchor properly.

I think it is very important at the coast, especially when sailing singlehanded, to rig the anchor and rode so that the anchor may be cast overboard in an instant if the need arises.

I then sailed by the former Scot Owner's cruiser to wave good-bye. Just prior to rounding Beacon #2 upon entering Barden Inlet Channel my centerboard hit bottom, the only time in the whole voyage. That's what happens when one doesn't study the chart sufficiently. There was some tricky navigating through the uncharted buoys in Barden Inlet, some superb planing with the leeward bow wave over the gunwale in the

channel from Lookout to Harker's Island, and then, as anticipated the night before, I had to harden up to port tack close-hauled in the channel in front of Harker's Island.

For three nautical miles I sailed close-hauled under jib alone with a full luff in the main; I had forgotten my previous evening's resolve to place the coolers on the port side as ballast.

We took the little cut between Harker's Island and the Middle Marshes in the center of which cut was an uncharted buoy which I believe was green; however, it is still beyond me to understand how a skipper is to know on which

"After checking several locations to sleep . . .

... a better idea would be to place slats of plywood across the seats with an air mattress on top."

side he should pass this buoy. I always use the triple R rule, "Red Right Returning", but I don't know how one would determine in this particular case the direction one would be traveling when returning from sea. I had to stand up and visually decide which side of the marker was the deepest and pass it on that side.

We then zagged around into Taylor Creek and sailed along the Beaufort Waterfront. It was mighty slow going fighting the incoming tidal current in between Radio Island and Town Marsh. But we slowly made it into the Morehead City Channel.

So far I had had no close calls and a very uneventful and pleasant voyage. However, as I was approaching the junction marker at the intersection of the Intracoastal Waterway and the channel up which I would have to beat to return to the Anchorage Marina, I forgot which side of the Marker I had to pass in order to remain in the channel.

While I was fumbling around under the aft deck looking for the chart which I had tossed back there to keep dry, the



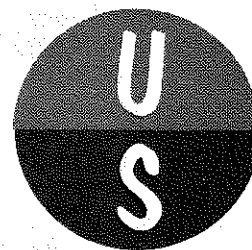
Paul Newton prepares to embark.

boat tacked with main and jib cleated thus backing the jib. Fortunately I got them uncleated before the point of no return, but we came mighty close.

That's the end of the adventure, and, believe me, it's a lot of fun and a challenge. I have intentionally left out

very few details in order to attract the interest of those who might wish to organize a cruise of this type for our Fleet. Those who may wish to trace the course of my travels should peruse NOAA Chart No. 11545.

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The Fleet's In

Fleet 142 opens with low-budget races; Champions crowned across the country

Jim Worth, fleet captain, writes that Fleet 142 has grown from one to ten boats in a year.

The fleet's first regatta, billed as low-budget, low-pressure, was sailed at the Sprite Island Yacht Club in Westport/Norwalk, Conn.

Worth, FS 952, won all four races, followed by Norman and Christi Stickney, FS 3063, who garnered three seconds and a third.

Some of the lowest-budget awards went to Norm and Steve Dick, FS 3322, who won the "Captain Ahab, original name award" and to Lou and Rene Koleszar, FS 367, for "Healthiest bottom growth in the fleet."

Fleet 76 attracted 19 boats from New Jersey, New Hampshire, New York, and

Massachusetts for the 30th Annual Massapoag regatta. First they furnished light winds for three races, and then furnished gusts up to 26 miles for the Sunday races.

"A great time was had by all, especially Chuck Winans, FS 3291, and his crew, Holly Halliwell, who clearly dominated both days. Ken Wright, FS 471, placed a strong second," reports Mike Kiely, Fleet Captain.

Fleet 30, which sails on Crab Orchard Lake near Carbondale, Illinois, counts four separate series to determine a fleet champion. Ken Tempelmeyer, FS 3377, won the championship, followed by Paul McRoy, FS 2915.

Fleet 30 will host the 1981 Midwestern District championships.

Fleet 127, the Kentucky-Tennessee fleet, awarded its championship to Doug Anderson, winner of the first fleet regatta at Port Oliver Yacht Club.

Duncan Gardiner, Bill Denes, and John Hoyle followed in the standings.

Fleet 19, Berlin Yacht Club, Ohio, awarded Fritz Wagner the Most Improved Scot Skipper trophy. Jack Leipper won the fleet championship. Rick Baugher and Fritz Wagner tied for first in the annual June regatta.

Herb Bodman won the Fleet 27 championship with 1410 points gathered over 24 races with 7 throwouts. Joe Trull, 1388 points, Paul Newton, 1373, Fred Stone, 1276, followed. Fleet 217 races on Kerr Lake near Henderson, North Carolina.

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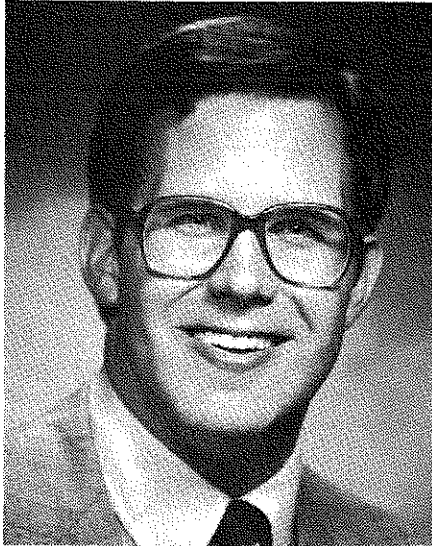
FS 1915—Douglass—White hull & deck, two suits of sails, spinnaker, galvanized tilt trailer, Ritchie compass, anchor, mushroom and chain, life preservers. \$3,700. Stroud Curran, 26 Marks Rd., Riverside, CT 06878. Phone: Home, (203) 637-2067, Business (813) 794-0060.

FS 2630—Customflex. White hull and deck, several sets of sails, two spinnakers, Pamco trailer with spare wheel, motor bracket, boat cover, Harken blocks. All usual equipment. Just over minimum weight. Price \$4000. Ernie Godchalk, 4369 S. E. Whittear Way, Stuart Fla., (305) 286-0632.

FS 2256—Customflex white hull, deck red and blue pin stripes, red boot stripe Schreck sails, red/blue spinnaker, Harken blocks, motor mount, Gimballed compass in custom housing, built-in locker, three covers, beautiful condition, anchor, life jackets, other extras, Pamco tilt trailer—\$3900—Jim Master, Sharon PA 421-981-0126.

FS 2251—Douglass, light blue deck, white hull with blue waterline stripe. Excellent condition. Complete set of Schreck sails. Harken blocks for main, jib, and spinnaker sheets. Moody trailer. \$3500. Robert Baxley, 4646 Baywood Circle, Pensacola, Fla. 32504, 904-477-5717.

FS 3023—Douglass, white hull, orange stripe, Schreck main and jib, orange and white Hard spinnaker, fiberglass pole, midboom sheeting, Harken blocks, lifting bridle, outboard motor and bracket, boom tent, Sterling trailer and spare tire. Excellent condition, race ready. Asking \$4900. Dick Crowe, 67 Old Derry Rd., Londonderry, NH 03053. (603) 432-9694.



JOINS FSSA STAFF—James H. Griffin will work on a day-to-day basis as part of the Flying Scot Sailing Association administrative staff headed by J. Edgar Eubanks, executive secretary.

Griffin is a graduate of Clemson University. He taught high school for four years before becoming employment manager of a Greenville, S.C., steel manufacturing company for two years.

Buffingtons win at Seattle, Fleet 100 renews regatta

by John Henderson

After a great deal of correspondence, Fleet 100, Seattle, reinstated their annual regatta. Charles and Patti Buffington won the Championship.

The Buffingtons won with a second and a first. That compared to Rees' first and third, Richards third and second, and Henderson's two fourths.

Races were sailed in July at the Seattle Sailing Foundation facility at Fort Worden, site of the 1981 Adams Cup.

A long-distance consolation race followed as a third-day event. Scot sailors raced in the Straits of Juan de Fuca, using navigational buoys as marks. Jim Richards won, followed by Henderson and Rees.

Flying Scots have been permitted to race in the PHRF category in CYC-Tacoma races. The Scot takes a rating of 3.3 (198), and individual boats have done well. Jim Richards won the open

class trophy in the Ranier Cup Regatta in May.

Most of the Washington state fleet sails from Shilsole Bay in Seattle. William Claypool, a veteran Scot skipper, has moved to the area and has his boat at American Lake in Tacoma.

Fleet 100 has elected officers for the 1981 year. John Henderson is captain. Jim Richards is vice-captain and Jina Caro is secretary-treasurer.

Wayne Brewer, who held the fleet together for several years, missed 1980 sailing because of the eruption of Mt. St. Helens and subsequent flooding of his home. Wayne expects to sail in 1981.

The Flying Scot has proven to be an excellent boat for sailing northwest waters. The Richards have cruised a week in the San Juan Islands, and the Hendersons have cruised Puget Sound south to Olympia. Anyone moving to the northwest should bring their Flying Scot with them.

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Fleet 48 names Walker Chairman

by Irmgard Schildroth

At this writing most of us suffer from the February blues—but let the March winds blow the blues to leeward and **Think Nationals.**

The 1981 Flying Scot North American Championship will be held August 1 through 7, on Lake Norman, North Carolina, hosted by Fleet 48. The 3-race Junior NAC will be held August 1 and 2. Registrations from at least five participants must be received by July 1st.

Our FSSA Treasurer, Hallam Walker will chair the event. Jack Brown, Vice President, USYRU and Certified Judge, is Race Committee Chairman, and Don Sweet, 1980 Fleet Champion, heads the Steering Committee. George Schildroth is Chartering Chairman, and Irmgard Schildroth will handle publicity.

Those members interested in chartering, should contact George Schildroth, 821 Fieldstone Rd., Mooresville, NC 28115. A charter boat will be provided under the provisions of the FSSY Bylaws, Article B-IX subparagraph (1) thru (2) (Page 18, new handbook). All requests for charter must be accompanied by a check of \$50.00 payable to the FSSA. This amount will go to the owner of the boat. Closing date for charter request shall be 15 days prior to the regatta.

For participants not familiar with the area, Lake Norman is located about 25 miles north of Charlotte. Lake Norman boasts 520 miles of beautiful shoreline and approximately 32,000 acres of sparkling water for sailing. Lake Norman is known in the Carolinas as the **INLAND SEA**—man-made sea, that is, utilizing the Catawba River bed and surrounding low areas above Cowans Ford Dam. And like the open sea, Lake Norman's moods vary, as participants of



Debbie Petersen and crew/Dad "Pete" sail Lake Norman.

the 1976 Nationals will remember. But if you linger a while for some day-sailing, some gunk-holing and some moonlight sailing, you might want to stay forever.

Lake Norman Yacht Club occupies 32 acres of land with a two-story club house for a friendly gathering place for social functions, meetings, and catered dinners. The pavillion in the cove is equipped with picnic tables, electric outlets, and charcoal grills. There are bathrooms and showers also. Camp sites are available as well as a large boat parking area. Two double launching ramps facilitate launching.

Lake Norman Yacht Club is a young club—it was incorporated in 1961 with 25 Charter Members. The Yacht Club was conceived in the living room of Betty and the late Stan Livingstone, Jr. by a

group of landlocked sailors long before there was any water in the lake, back when yachting was a state of mind. In 1963, the lake began to fill, and, although sailing was relatively new to the area, sailing addicts congregated and multiplied. Facilities were improved, organized races and regattas took place, and by 1969, the two-story club house was completed. Lake Norman Yacht Club has hosted many regattas and Nationals since, and its members are determined to make this 23rd Flying Scot North American Championship Regatta a memorable event.

More detailed information will appear in the next issue. Meanwhile plan for a week of excellent sailing and fun on our beautiful Carolina INLAND SEA, Lake Norman.

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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.

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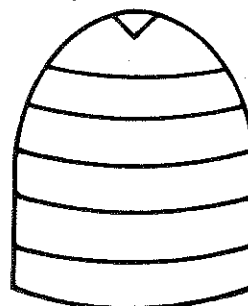
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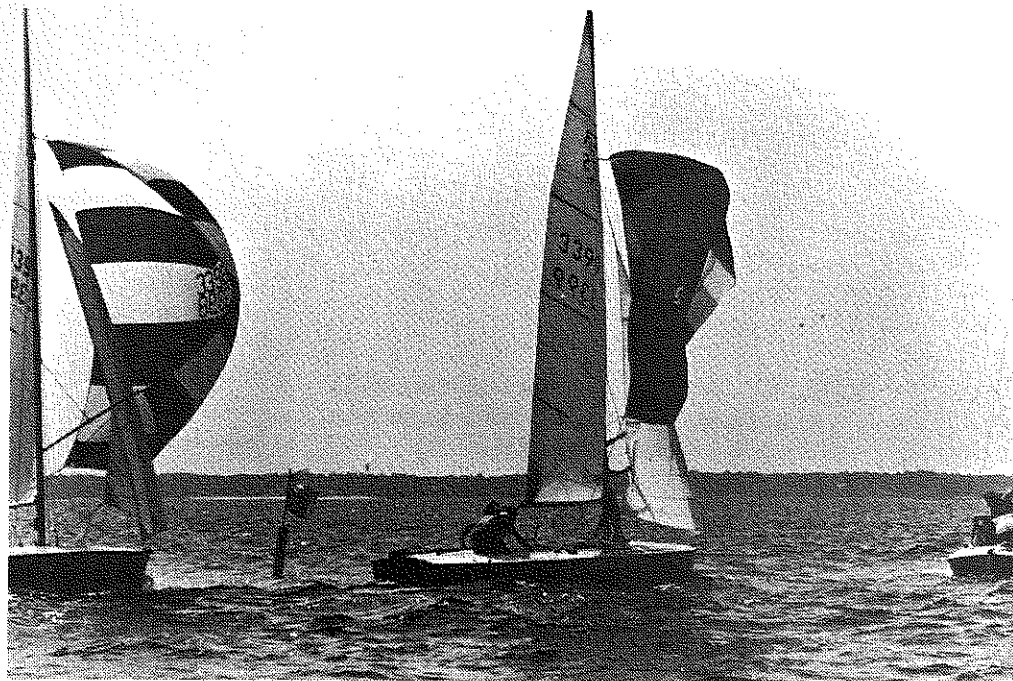
Jibing the mark

Jibing the spinnaker at the turning mark can make a difference as these two photographs by Wilda Audleman demonstrate.

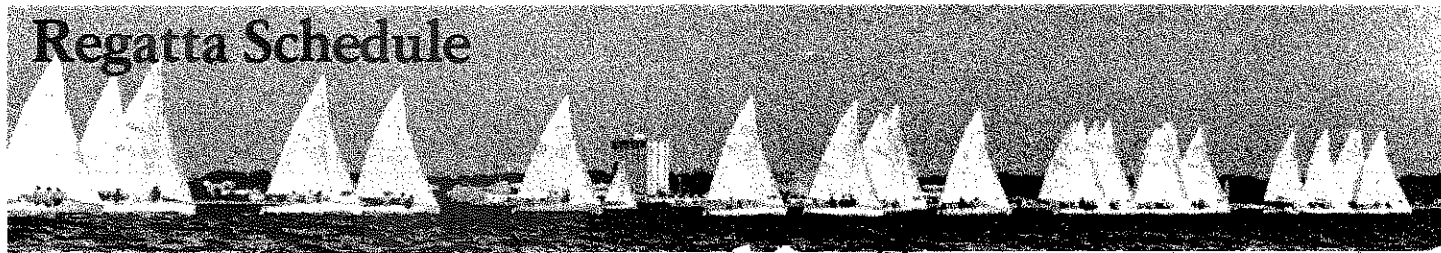
In the top photo, Bubby Eagan and crew in FS 3399 jibe. That's Mike Douglas ahead and right, and Heausler following, left, in FS 3398.

Eagan's crew jibes quicker. In the bottom photo, Bubby Eagan, FS 3399, crew on the rail, threatens Douglas' windward quarter. Heausler chooses to stay low while completing the jibe. Sailing ahead are Sanchez, FS 23, Marc Eagan, FS 3327, and Kelson Elam, FS 1198.

Photos by Wilda Audleman



Regatta Schedule



February 28-March 1—Warm-Up regatta for Mid-Winters. Fort Walton Beach, Florida.

March 3-7—Mid-Winter Championships, St. Andrews Bay Yacht Club, Panama City, Florida. (Registration, sail measurement March 3. First race March 4. Last race, Saturday, March 7.)

March 3—Board of Governor's meeting. Panama City, Florida.

June 13 & 14—ILYA One-Design "Spirit Regatta", Edgewater Yacht Club, Cleveland, Ohio. Contact Paul Nickerson, 6403 Luelda, Parma, Oh. 44129. Phone 216-749-1481.

June 20-21—Father's Day on Barnegat Bay Invitational Regatta; Shore Acres Yacht Club; Shore Acres, N.J. (Contact Ralph Mance; 24 Kingfisher Lane: Toms River, N.J. 08753. Phone 201-225-1832.

June 20-21—Flying Scot Gulf District Championship, 1981, Pass Christian Yacht Club.

July 11 & 12—"Great Scot Regatta", Edgewater Yacht Club, Cleveland, Ohio. Contact Paul Nickerson, 6403 Luelda, Parma, Oh. 44129. Phone 216-749-1481.

July 25-26—Maryland State Annual Invitational Regatta, Deep Creek Lake, Fleet Six. Contact Owen A. Graham, 1238 Fernridge Drive, Pittsburgh, PA 15241.

August 1-7—North American Championship, Lake Norman, Carolina, Fleet 48. For chartering contact George Schildroth, 821 Fieldstone Rd., Mooresville, NC 28115. (NAC Chairman is Hallam Walker, P.O. Box 2185, Davidson, NC 28036. Phone 704-892-1276.)

August 1-3—Junior North American Championship, Lake Norman. (To be sailed if 5 participants register by July 1.)

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