

Scots n' Water

May, 1981
Volume XXIII
Number 3

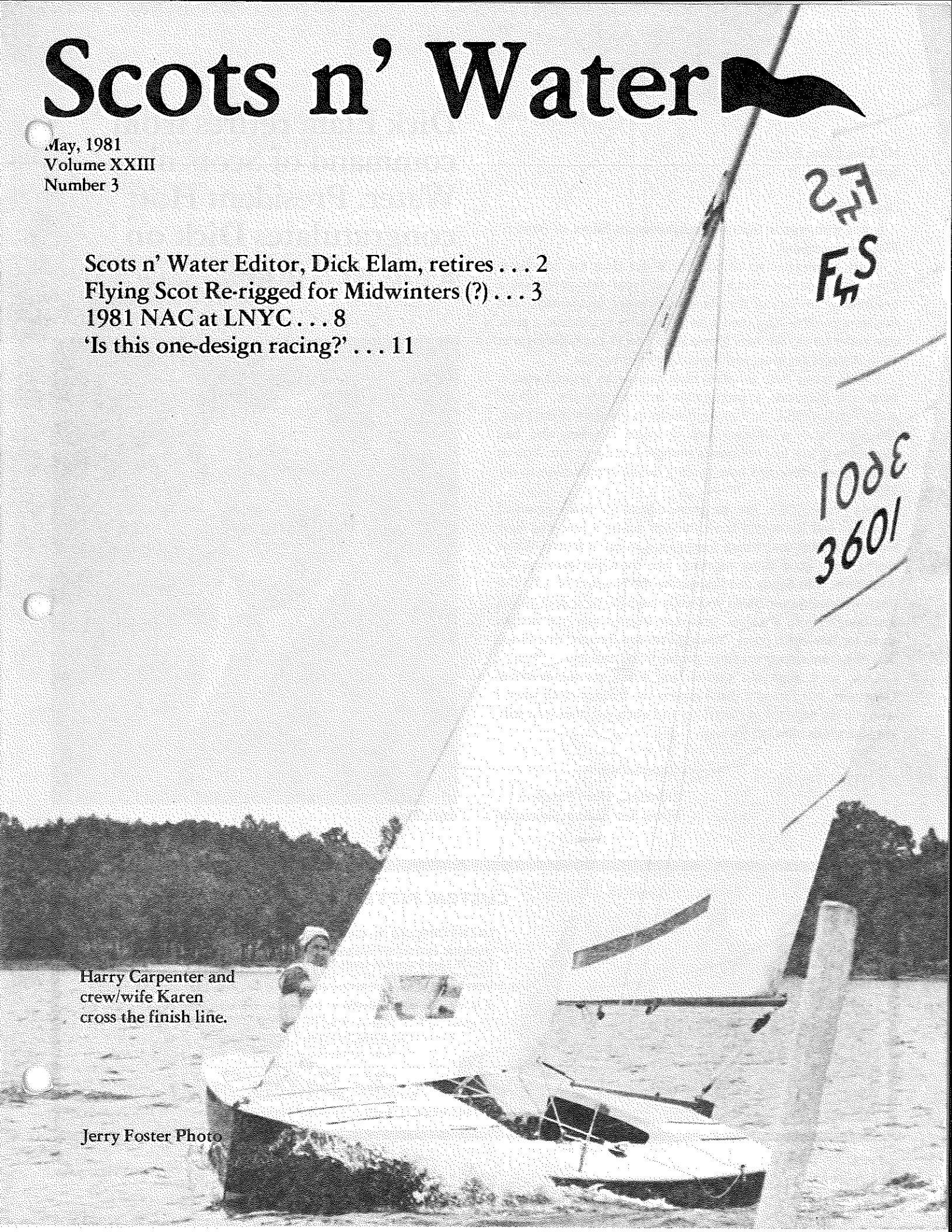
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3601

Harry Carpenter and
crew/wife Karen
cross the finish line.

Jerry Foster Photo



April 29, 1981

Mr. Dick Elam, Editor
Scots n' Water

Dear Dick,

It was with regrets that your resignation as Editor of Scots n' Water was accepted.

I have a complete set of Scots n' Water from the first issue. Your first issue was March, 1973, and your first cover was a beautiful action shot of the jibing mark at the mid-winters, and this set a pattern. You used a lot of pictures to produce a great class paper for us. We have grown from 8 to 12 pages per issue to 16 to 20 pages per issue, and the quality is the highest.

You've taken heat at times from some who wanted you to make the magazine a propaganda machine for the "official policy" of the FSSA. As a strong believer in Freedom of the Press, you kept Scots n' Water open to every member who had something to say, and the class is stronger because of you. You've been a great editor and have made a lasting contribution to the FSSA.

As a person, Dick, you are great, one of the many persons I have met and learned to know through sailing a Scot who have enriched my life and whom I am proud to call a friend. We've shared some good times together, like the Oiler game at the Astrodome with Sandy and Eric during the Houston N.A.C. I've often wondered how much you really paid for those four tickets you bought from a scalper, and then insisted you had bought them for box-office prices. You confirm my thought that Flying Scot sailors are among the finest people in the country.

Dick, we'll miss your wisdom and advice on the Board of Governors, but I'm sure that I express the feelings of all when I wish you the very best of everything and when you hoist your sails, may the winds blow fair for you.

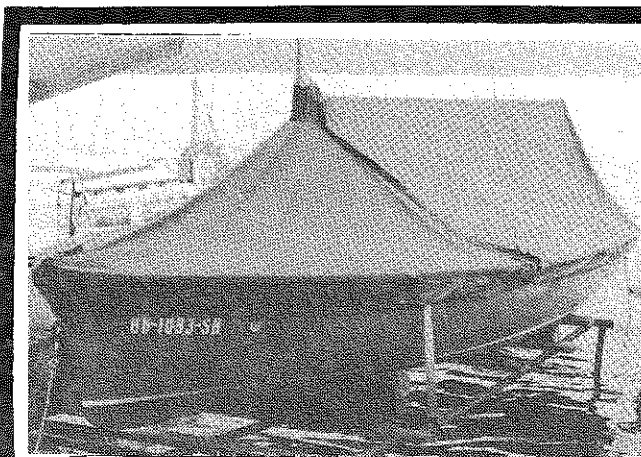
Good Sailing,

Donald C. Hott, President
Flying Scot Sailing Association

Dick Elam retires from command of Scots n' Water. President Hott congratulates Dick on a job well done.



Dick Elam



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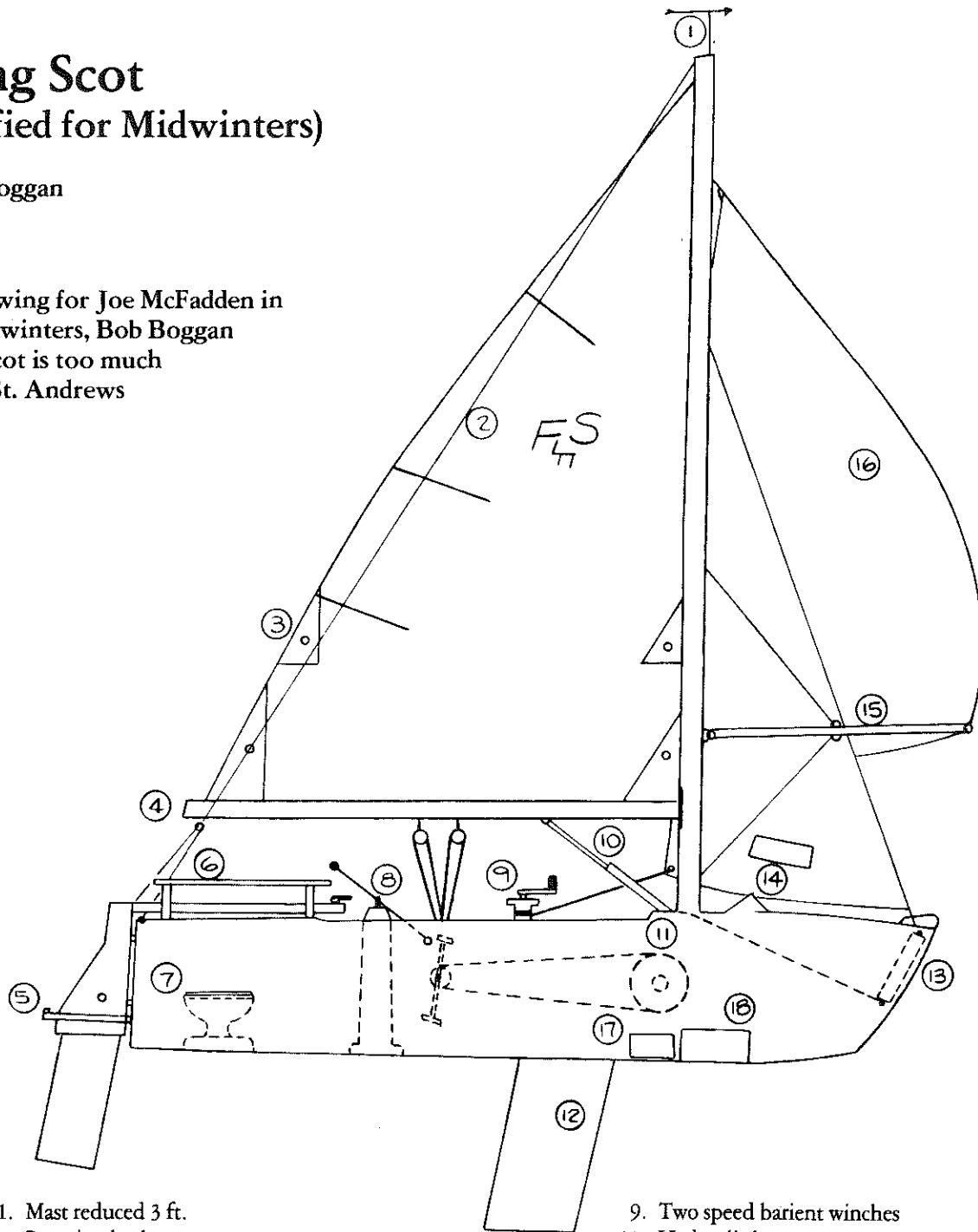
The Sailors' Tailor

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Flying Scot (Modified for Midwinters)

by Bob Boggan

After crewing for Joe McFadden in 1981 Midwinters, Bob Boggan decides Scot is too much boat for St. Andrews Bay.



- | | |
|---|------------------------------------|
| 1. Mast reduced 3 ft. | 9. Two speed bariet winches |
| 2. Running back stays | 10. Hydraulic boom vang |
| 3. Reef points in main | 11. Chain driven centerboard hoist |
| 4. Shorten boom 1 ft. | 12. 200 lb. board |
| 5. Swim platform, to assist in getting back in after capsize, also 3rd crew stands there on downwind legs | 13. Magic box for jib halyard |
| 6. Sissy bar, for skipper and crew to hold to while sitting on rear deck | 14. Kevlar reinforced splash rail |
| 7. Porta potti, for use on back to back 10 mile races | 15. Boron fiber spi. pole |
| 8. Dual action pump 12 gals per minute | 16. Flying Junior reaching spi. |
| | 17. First aid kit |
| | 18. Cooler |

Scots n' Water

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Describe losses past 3 Years _____

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Fleet-of-the-Year Competition Reminder

All Fleet Captains are reminded that completed Fleet-of-the-Year forms are due no later than July 15. Please send them to:

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Panama City, Fla. 32401

Officials at 1981 NAC

The International Race Committee for the 1981, NAC (XIII-2A).

William V. Singletary, Immediate
Past Commodore, FSSA
Chairman

Robert F. Vance, Commodore
FSSA

Donald C. Hott, President FSSA
Debbie Peterson, FSSA Carolinas
District Governor

Dennis Leffler, Captain, Fleet 48
FSSA

The International Race Committee has appointed the Panel of Judges for the 1981 FSSA NAC.

Willard Davis, Senior Judge,
USYRU, Columbia, S.C.

Staton J. Peele, Jr., Senior Judge,
USYRU, Columbia, S.C.

Joseph Zammit, Assoc. Judge,
USYRU, Charlotte, N.C.

Hallam Walker, Jury List,
USYRU, Davidson, N.C.

Allen M. Douglas, 1st Vice-
President FSSA, Panama City,
Florida

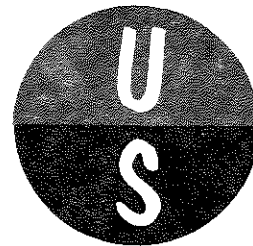
The International Race Committee has appointed Hallam Walker as FSSA, 1981 North American Championship, Regatta Committee Chairman.



Wilma Audleman photo

Doug Sansom (FS 3400), Judy McKinney (FS 3118), and Mike Johnson, Jr. (FS 1432) after rounding gybe mark at 1980 NAC.

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.

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The Ullman Sail loft reworked the first pattern.

We evolved a Championship suit of Ullman Sails for the 1980 American Championships.

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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Letter to the Editor

Gentlemen:

Having sailed an Albacore (for the uninitiated 15' x 350 lbs.) for many years prior to acquiring a Flying Scot, I have read with considerable dismay the various articles that have appeared in Scots n' Water by Sandy Douglass telling how easy it is to rescue a capsized Flying Scot. It is apparent from the photograph of the 1980 Mid-Winter's Regatta that even the best capsize the Flying Scot and even the best have difficulty recovering the boat.

Think what it would be like when this happens to a beginner or one inexperienced who was unable to get home before the storm hit and capsized the boat. This is supposed to be a family boat.

It should be emphasized that the advertisements on the boat indicate that if it capsizes, it lays on its side and the water does not go over the seat and fill the cockpit. That is so much poppycock. It is only the experts who can keep the boat from turning turtle and when this happens, rescue is a real chore. I lay this blame right at the feet of the designer and suggest that maybe Sandy goofed in this one aspect.

Consider the Albacore again. The boat is no great shakes but it is possible to overturn it, right the boat with the sails up, open up the transom ports and the Elvstrom bailers in the bottom and sail the boat instantly dry. The boat has enough floatation in the bottom and under the seats so that the boat floats high enough that it has some stability even when righted.

Not so with the Flying Scot. It floats with the gunwales flush with the water and the deck barely out. Maybe towing it as Sandy suggests with a high speed boat will cause the boat to aquaplane and the water to surge out but powerful motor boats are not always around. Then one is in trouble. One big help would be to require everyone to have transom ports which can be easily opened. Then when the boat capsizes, almost all the water can be made to drain out towing the boat at even a moderate speed with a small motor.

Beyond this, the boat should have had more floatation under the seat clear down to the bottom of the boat. In fact, it would have been well to have made the entire space under the seat into a

buoyancy tank as in the Albacore.

In my experience (before transom ports), the boat would tow full of water with the tow line through the trailer hitch ring with somebody sitting on the stern but don't let the tow boat slow down because the water then surges forward and the boat submarines. It is a sad sight.

My only purpose in this letter is to suggest that the rulemakers require transom ports in all boats.

Another requirement that ought to be made is that the crank for the halyard windlass be permanently attached to the boat. I have done this by putting a beaded chain into the end of the handle and the beaded chain then ties to a length of shock cord tied to the base of the mast.

Let's look to the safety of the boats by requiring the transom port and requiring that all the boats have additional floatation installed. Some day we are going to lose a few skippers or crews and then that will be a sad day for Sandy.

Respectfully submitted,
A. C. Body

Performance



Durability

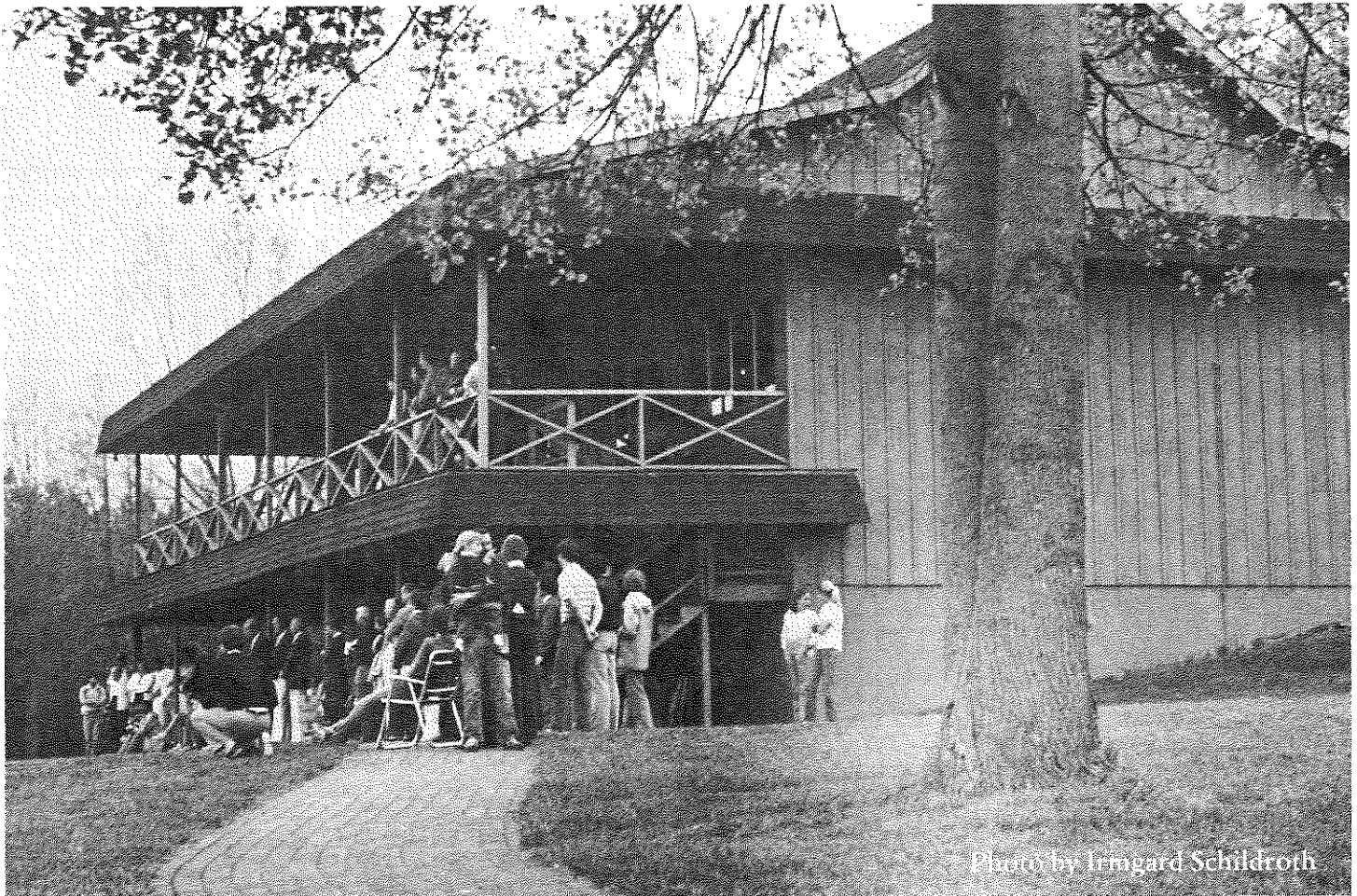


Quality



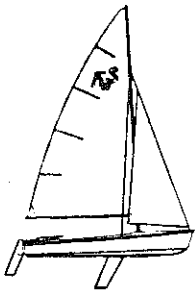
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Closeup of Lake Norman Yacht Club Clubhouse—Site of 1981 NAC.

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First reach in third race at Great 48 Flying Scot Regatta, 1981. This Regatta is sponsored by Flying Scot Fleet 48 of Lake Norman Yacht Club every year in May. 1981 saw 27 Scots

competing for top honors. Identifiable yachts are (left to right): FS 171, Hal Walker; FS 2862, Rick Baugher; FS 2942, Dave Miller; FS 2324, Dave Batchelor; FS 1849, Debbie Peterson; FS

1981 NAC at Lake Norman Yacht Club

by Irmgard Schildroth

The 1981 FSSA North American Championship will be held August 1-7 on Lake Norman near Charlotte, N.C. hosted by Fleet 48 of Lake Norman Yacht Club.

Nearly 90 percent of FSSA's membership is within 650 miles of the 1981 site which is only eight paved miles off Interstate 77 between Charlotte and Statesville, N.C.

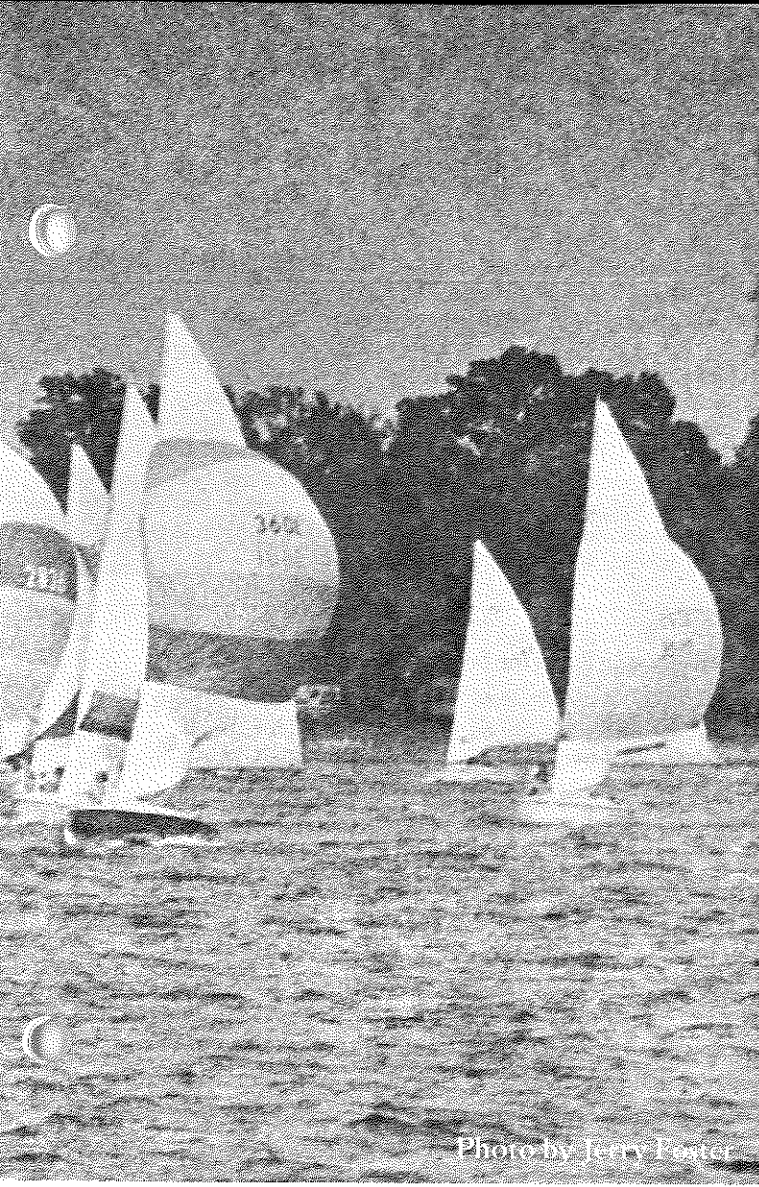
A two-level clubhouse, separate pavilion, and 22 acre site provide attractive and comfortable facilities for visiting skippers, crew and families; camping grounds will accommodate 30 or more tents and campers. Separate club entrances assure flexibility of traffic. Two ramp areas permit use by four skippers, simultaneously.

Lake Norman's 33000 acres make it a superb inland sea for racing and sailing buffs have enjoyed its tempting waters for invitational district, regional and national regattas since 1963.

April 3rd was Commissioning Day at Lake Norman Yacht Club. This traditional day was endowed with special meaning this year, for 1981 is the 20th anniversary of Lake Norman Yacht Club.

Commodore Laurence Horner read the following congratulatory letter from Harman Hawkins, President of the United States Yacht Racing Union. I know this message will inspire Flying Scot sailors from other parts of the country to attend the North American Championships this year.

Make plans now to attend the 1980 NAC in North Carolina.



Photos by Jerry Foster

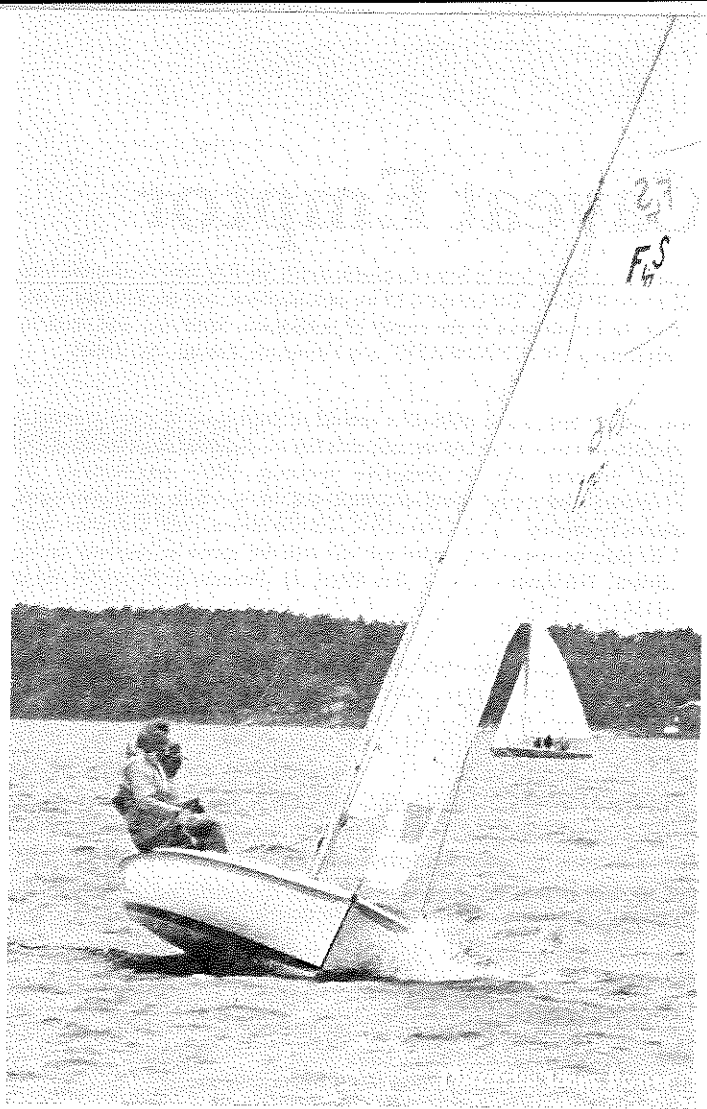
1885, Dick Schultz; FS 1296, Kent Taylor; FS 2836, Paul Newton; FS 3601, Harry Carpenter; FS 3595, Bill Singletary.

Club—Be There!

Dear Commodore Horner:

On behalf of the United States Yacht Racing Union, it is my pleasure to congratulate you and the members of your fine club on the occasion of your 20th anniversary. Lake Norman is known not only for your quality racing program which has produced several national champions but also for the contributions your members have made to the administration of the sport at the regional and national level. While I have not sailed at Lake Norman, our executive director Tom Ehman enthusiastically confirms Jack Brown's reports of your excellent waters, facility, race management, and hospitality. Best wishes for a great year of sailing in 1981 and in years to come.

Cordially,
Harman Hawkins, President



1980 Carolinas District Champion Kent Taylor (FS 1296) and Crew Del Foster sailing to windward on Lake Norman.



Left: Hal Walker, Flying Scot Sailing Association Treasurer and 1981 NAC Regatta Committee Chairman. Right: Don Sweet, 1980 Flying Scot Fleet 48 (Lake Norman) champion and 1981 NAC steering committee chairman. Irmgard Schildroth photo.

Caveat Emptor

(If you have a Flying Scot or Scot equipment to sell, we'll be glad to advertise it in *SCOTS N' WATER*. The charge is \$5 for each insertion, and the deadline is the 15th of the month prior to the month of publication. Send copy and check to Caveat Emptor, *SCOTS N' WATER*, 619 Yarmouth, Raleigh, NC 27607.

SAIL FAST? Sailors and sailmakers needed to participate in non-commercial research project to develop and test sails with fast aerodynamic shapes. Sailors will measure winning sails to determine optimum shape specifications for mathematical sail design program. Sails will be carefully constructed and measured by cooperating lofts and sold to sailors at normal price. Computer time will be paid by researcher. Sailor will test sails for speed in two-boat racing conditions. Ted Andresen, P.O. Box 40053, St. Petersburg, FL 33743, (813) 367-1532.

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FS 1645—Douglass, yellow hull, white deck, new spinnaker and gear, Sterling tilt trailer, dry sailed. Most extras. \$3600. Clark C. Gardner, P.O. Box 2222, Pittsburgh, PA 15230. (412) 923-2200, work. (412) 276-6489, home.

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 \$3,800. Ernie Godshalk, 4369 S.E. Whiticar Way, Stuart Fla., (305) 286-0632.

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full-page	\$160	\$130	\$100	
Half-page	\$ 90	\$ 70	\$ 55	
1/4-page	\$ 45	\$ 40	\$ 35	

Notice: The June Issue will contain a report from the Chief Measurer on the rigging survey submitted with the 1981 dues.

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Sandy asks us . . .

“Is this one design racing?”

“Will we profit by other classes’ example?”

by Gordon K. “Sandy” Douglass

The more specialized anything becomes, the fewer there will be to use it. This is a truism. Could this be the reason for the decline in popularity of the small family-racing day sailer? More and more I gain the impression that such boats are “developing” themselves out of the market. I don’t like to sound like a prophet of doom, yet at boat shows and elsewhere, more and more we see the trend toward small cabin boats—which may not sail worth a damn—instead of good day sailers. Could it be that too many small one-designs have become so sophisticated, so complex, that mama, papa and the kids choose the simplicity and safety of a small keel boat instead?

The Flying Scot’s greatest asset is her reputation for honest construction, strong and simple one-design rigging. She is not the fastest, not the lightest, not the cheapest, not the most sophisticated. She was not designed to be. She is just a thoroughly good, all-around one-design which can be sailed and raced by a husband and wife in all normal conditions. Could it be that we are in danger of losing this reputation for one-design, and are going the way so many other one-designs have gone? Let’s get down to some facts:

- A few Scots have hand-lines which permit their two crew members to slump-hike all the way up to the weather mark. They, alone, can do this. Is this one-design racing?

- A few boats use thru-deck spinnaker sheets. Most do not. Is this one-design racing?

- A few boats use Waco 360 fittings for centerboard and vang. One skipper says that on a planing leg, with a good man constantly playing the board up and down, he can gain 60 yards. Is this one-design racing?

- Mylar sails are being used, supposedly faster. Is this one-design racing? And there are many other differences.

I don’t doubt that many readers will think I am crying wolf, will think it is not important that we are losing our character. Unfortunately, in this class, as in others, there are two rival factions, the win-at-any-cost racing people, and the rest of us. I have the impression that the G.Y.A. clubs, for example, are primarily interested in developing teams to win the Lipton Cup, and have little sympathy for our concern about the future of the Flying Scot Class.

History repeats itself, so let’s see what the fate of other classes

has been, let’s see if we can profit by it:

- In the 1880’s and the 1890’s the sailing canoe was the only nationally popular small-boat class. An article in the September, 1980, CANOE magazine, the official magazine of the American Canoe Association, describes how, by 1886, nearly 100 canoe clubs flourished in the U.S., and that, across the Atlantic, interest in canoeing was at its peak. My father has told of seeing as many as 300 sailing canoes at the Annual Meet. In 1886 the English, with canoes much heavier than ours, were beaten in their challenge for the International Challenge Cup; but the real challenge was between factions within the American Canoe Ass’n: the advocates of versatile cruising/racing canoes versus the backers of all-out racing canoes. The racing canoe won out. To quote from the article, “The old guard moaned, as old guards often do, and said that this specialization would be the end of canoeing.” Was it? In my opinion it was. By 1900 canoe sailing was dying, and by my time, 1920, there were left only a couple of dozen canoes sailed by die-hards. My beautiful mahogany canoe, the NYMPH, was a typical extreme racing boat, expensive—and good for nothing else.

- In 1940, the International 14 One-Design Class was founded, using the first molded plywood hulls, and in just a few years we had a healthy class of over 200 boats. By today’s standard they were simply rigged, but well rigged. But then a few of the top skippers commenced to modify their rigging—and in only a few years the class fell apart and died.

- In its early years the simply-rigged Lightning was one of the most popular classes in the country and, in fact, in the world. Today the Lightning has developed a very sophisticated and expensive rig—but where are the boats?

- The Thistle started out with running rigging very similar to that of the first Flying Scots. Simple. For many years her average growth was over 100 boats per year. (For contemporary Thistle practice refer to the Jan., 1980 S & W.) If I may go by the top numbers shown in recent Thistle Yearbooks, from 1976-78 the Thistle added only 65 boats per year; and from 1978-80, 18 boats per year.

The more specialized anything becomes, the fewer there will be to use it.

Today the Flying Scot stands alone in her field. Are we going to let her follow the others, or will we profit by their example. We have a lot to lose.

Registration Form

Flying Scot North American Junior Championship
August 1-2, 1981
Lake Norman, NC

Skipper _____ Age _____

Crew _____ Age _____

Crew _____ Age _____

Skipper Address _____

City _____ State/Zip _____

Sail Number _____ Fleet Number _____

Eligibility: Skipper and crew must reach 13th birthday but not 18th birthday in 1981. FSSA membership required.

No entry fee. Registration form must be received by 1 July 1981.

Mail to:

Catherine Walker
P.O. Box 2185
Davidson, NC 28036

Registration Form

1981 Flying Scot NAC
August 1-5, 1981
Lake Norman YC, NC

Skipper _____

Address _____

City _____ State/Zip _____

Sail Number _____ Fleet Number _____

Camping at club? _____

Registration Fee: \$60.00. Make check payable to FSSA
1981 NAC. Mail form and check to: Catherine Walker
P.O. Box 2185
Davidson, NC 28036

Want to charter a Scot for the NAC? Contact: George Schildroth
821 Fieldstone Rd.
Mooresville, NC 28115

See FSSA Bylaws, page 18 in new handbook for chartering regulations.

Motel information: Blocks of rooms are being held at the following motels: Ramada Inn
Statesville, NC 28677
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Hap Crowe wins 1980 Helmold Series

by Debbie Peterson

Hap Crowe won the 1980 Helmold Series. Richard Helmold of Fleet 27 donated this trophy to the Carolina District in 1972. Its purpose is to stimulate travel and participation outside of local clubs and fleets.

A traveling trophy is passed from the previous champion to the new champion each year. Keeper trophies are awarded to the first four places as well. Scoring is based on points accumulated from the following regattas: Lake Norman Yacht Club Sayra Invitational, LNYC Fleet 48 "Great 48" Invitational, High Rock Yacht Club Invitational, Carolina Sailing Club Governor's Cup Invitational, Oriental Sailing Social, Carolina District Championship, Lake Townsend Yacht Club Mayor's Cup Invitational, and Smith Mountain Lake Visa Invitational.

Crowe accumulated 326 points by defeating that number of Scots in a combination of these regattas.

Former six-time winner, Dick Schultz, finished in second with 299 points.

The trophy winners and their point standing for the 1980 season are:

Skipper	Sail #	Fleet	Total Points
Hap Crowe	2720	27	326
Dick Schultz	1885	126	299
Larry Lewis	1360	108	281
Dave Batchelor	2324	27	270



Jim Strickland photo

Hap most often sails with wife, Flora, and son, Sam.

Flying Scot & Windsurfing Specialists

In Stock: New Gordon Douglass SCOTS with our custom outhaul, cunningham, vang, and jib sheeting; adjustable universal hiking stick. You can add our WACO 360° vang and centerboard control along with our custom spinnaker gear for a superb race equipped FLYING SCOT. We will supply HOOD (M & N), NORTH, or SHORE sails.

Previously owned SCOTS: All with new-boat warranty. Call or write for details.

Parts and Equipment in Stock: WACO 360° trunk mounted swivel cleats for vang and centerboard, HARKEN and SAILSPEED blocks, adjustable universal tiller extensions, rudder-blade hold-down pins, shrouds and halyards, hiking aids, shroud covers, custom cockpit covers, winch replacements, sailcloth centerboard gaskets, cranks, HAWK windvanes. Do-it-yourself instructions with photos.

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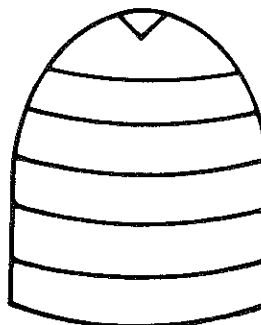
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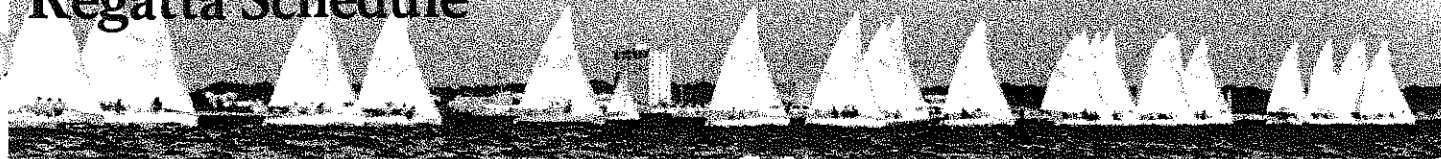


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SAILMAKERS**



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Regatta Schedule



June 6-7—Egyptian Cup Regatta, Crab Orchard Lake.

June 6—Invitational Regatta, Skaneateles Sailing Club, Skaneateles, NY. (Contact Cynthia Rea, 924 Nottingham Rd., Jamesville, NY 13078. Phone 315-445-0194.)

June 13-14—Wisconsin Cup, Lake Monona Sailing Club, Fleet 68. (Contact Bob Warren, 4938 Black Oak Dr., Madison, WI 53711.)

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 13-14—Berlin Yacht Club Annual Regatta, Berlin Reservoir, Deerfield, Ohio. (Contact John F. Busch, 3242 Kirk Rd., Youngstown, Ohio 44511. Phone (216) 799-7769.)

June 13-14—Duxbury Yacht Club Tune-up Regatta. 3 Races. Contact Ham Bowman, (617) 326-4255.

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

June 20-21—North Carolina Governor's Cup Invitational, Kerr Lake, Carolina Sailing Club (Contact Robert Murdock, 1404 Oakland Ave., Durham, NC 27705 Tel. 919-286-0093.)

June 20-21—Father's Day on Barnegat Bay Invitational Regatta; Shore Acres Yacht Club; Shore Acre, NJ. (Contact Ralph Manee; 24 Kingfisher Lane; Toms River, NJ 08753; 201-255-1832.)

June 27-28—FS District Championship and Open Invitational for Scots, Skaneateles Sailing Club, Skaneateles, NY. (Contact Cynthia Rea, 924 Nottingham Rd., Jamesville, NY 13078. Phone 315-445-0194.)

June 27-28—Ohio District Regatta, Fleet 65, Atwood Lake, Delroy, Ohio. (Contact H.E. Forrest, 1602 Dunkeith Dr., N.W., Canton, OH 44708. Phone 216-447-6322 or 445-5281.)

July 11-12—Midwestern Districts, Crab Orchard Lake, Carbondale, IL, Fleet 30, Crab Orchard Lake Sailing Club. (Contact K.E. Tempelmeyer, 1 Pinewood, Carbondale, IL.)

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

July 11-12—Oriental Sailing Social, Oriental, NC, sponsored by Flying Scot Fleet 27. (Contact Robert Murdock, 1404 Oakland Ave., Durham, NC 27705, Tel. 919-286-0093.)

July 18-19—Prairie District Regatta, Windycrest Sailing Club, Tulsa, OK. (Contact Peter M. Vogel, 212 E. 25th St., Tulsa, OK 74114. Tel. 918-743-0871.)

July 18-19—1981 District Championship, Crystal Lake, Crystal, Michigan. Crystal Sailing Club. (Contact Joseph H. Hollander. Phone 517-487-6566. 200 Washington Square, North, Lansing, MI 48933.)

July 25-26—Central N.Y. Yacht Racing A, Red Jacket Yacht Club, Cayuga Lake, NY. (Contact Cynthia Rea, 924 Nottingham Rd., Jamesville, NY 13078. Phone 315-445-0194.)

July 25-26—Capitol District Championship, Maryland State Championship, Deep Creek Lake, Maryland. (Contact Harry Carpenter c/o Gordon Douglass Boat Co., Inc. Route 4, Drawer AB, Oakland, MD 21550., Tel. 301-334-4848.)

July 31-Aug. 2—Duxbury Yacht Club Midsummer Series. 5 Races. Contact Ham Bowman, (617) 326-4255.

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

August 1-7—North American Championship, Lake Norman, North 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.)

Aug. 7, 8, 9—Northeast District Championship. 5 races. To be sailed in conjunction with the Buzzards Bay Regatta and hosted by Beverly Yacht Club. Marion, Mass. Contact Chuck Winans (Home) (617) 785-0340, (Office) (617-434-8616.

Sept. 7-8—Lake Massapoag Fall Windup at Sharon, Mass. Contact Mike Kiely, (617) 326-1844.

Sept. 12-13—Glimmerglass Regatta, Otsego Sailing Club, Cooperstown, NY. (Contact Cynthia Rea, 924 Nottingham Rd., Jamesville, NY 13078. Phone 315-445-9194.)

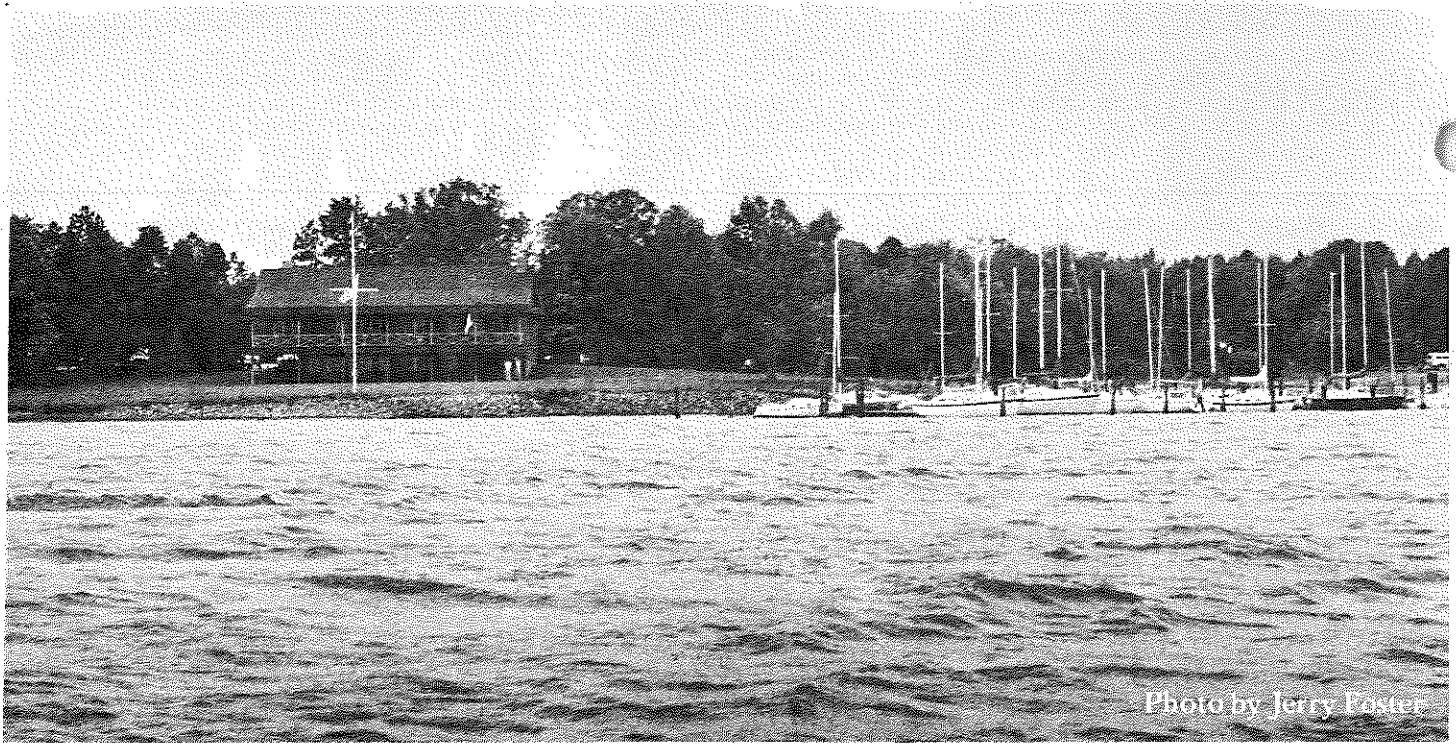


Photo by Jerry Foster

Site of 1981 North American Championship Regatta—Lake Norman Yacht Club showing Clubhouse, small portion of grounds, and Cruising Fleet Dock.

Flying Scot® Sailing Association

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