

Scots n' Water

August-September, 1981

Volume XXIII

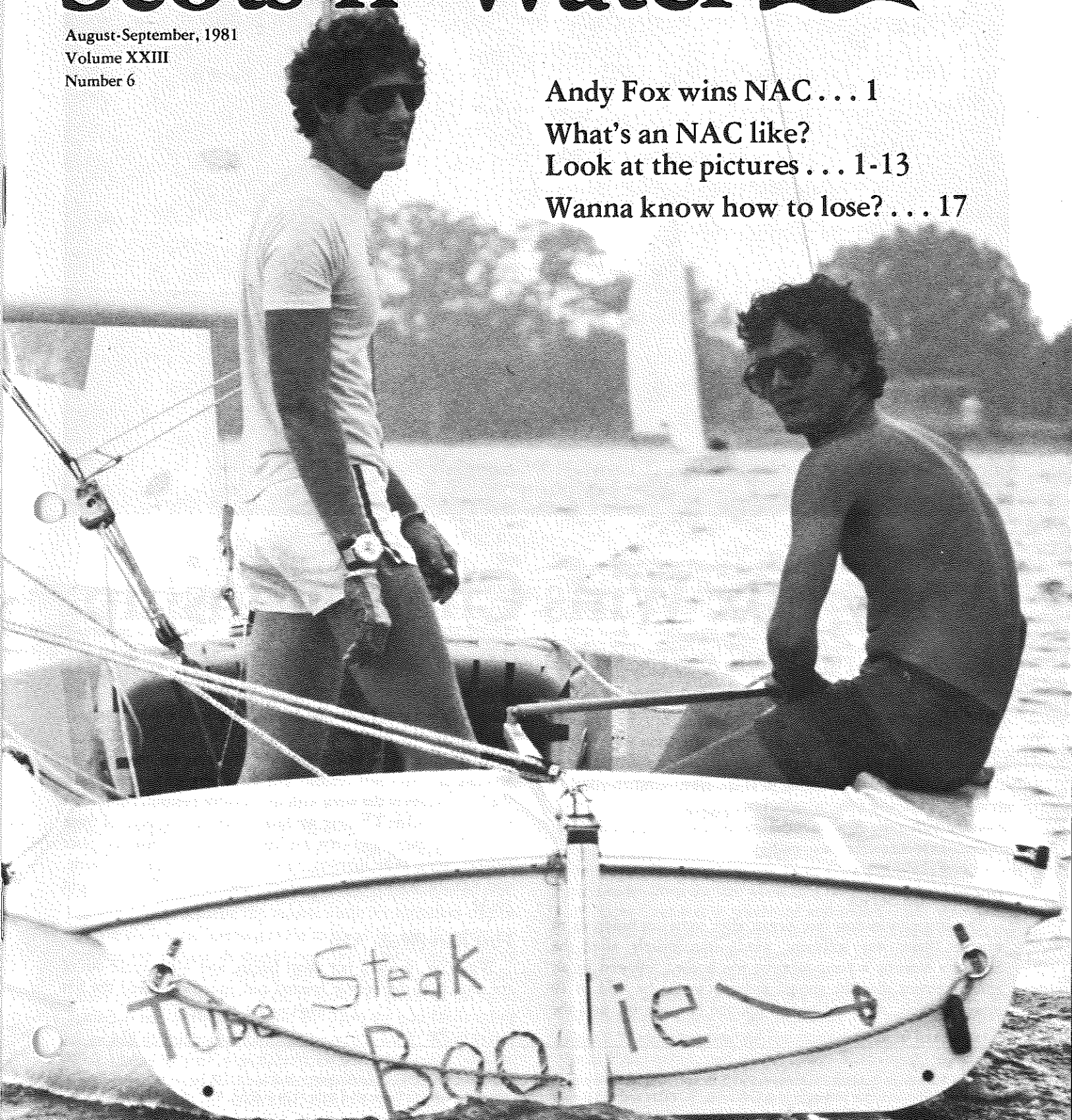
Number 6

Andy Fox wins NAC . . . 1

What's an NAC like?

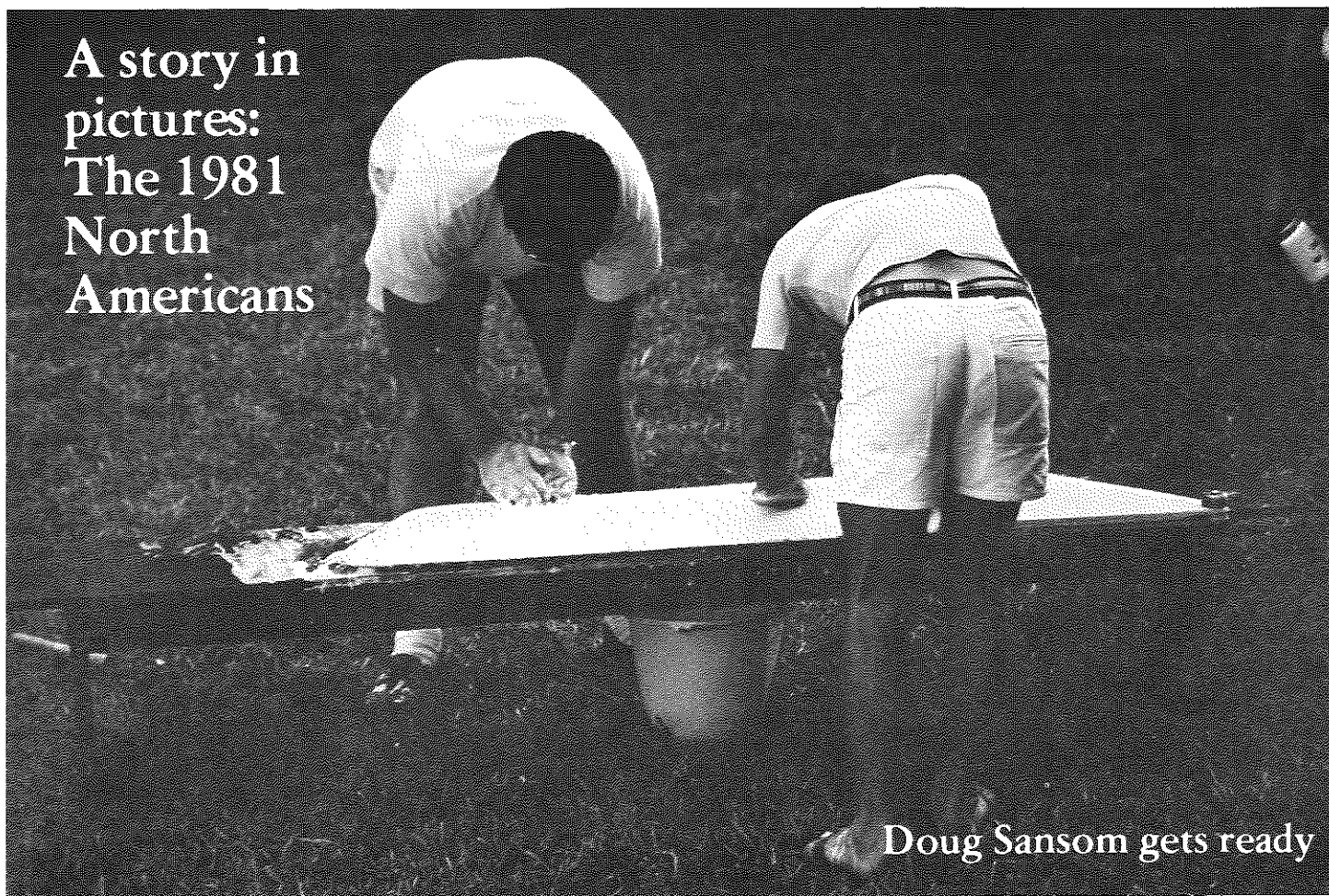
Look at the pictures . . . 1-13

Wanna know how to lose? . . . 17



Andy Fox, 1981 NAC Champ, sitting; crew, Andy Klein, standing.

A story in pictures: The 1981 North Americans



Doug Sansom gets ready

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)

Scots n' Water

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Don't be dismayed
while you watch her get weighed



(con't. 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 flukey 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.

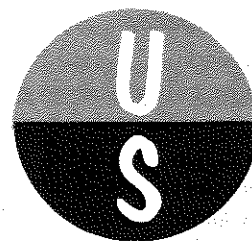
Fox was in sixth place at the last weather mark rounding, and picked up two boats on the remaining run and beat to finish fourth. Wade, rounding the last weather mark in second behind Santa Cruz, gybed, and set the chute. Marc Eagan, rounding in third, saw evidence of more breeze to the right, set the 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.

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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 leanings left. We saw Santa Cruz come out on the starboard lift way 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)

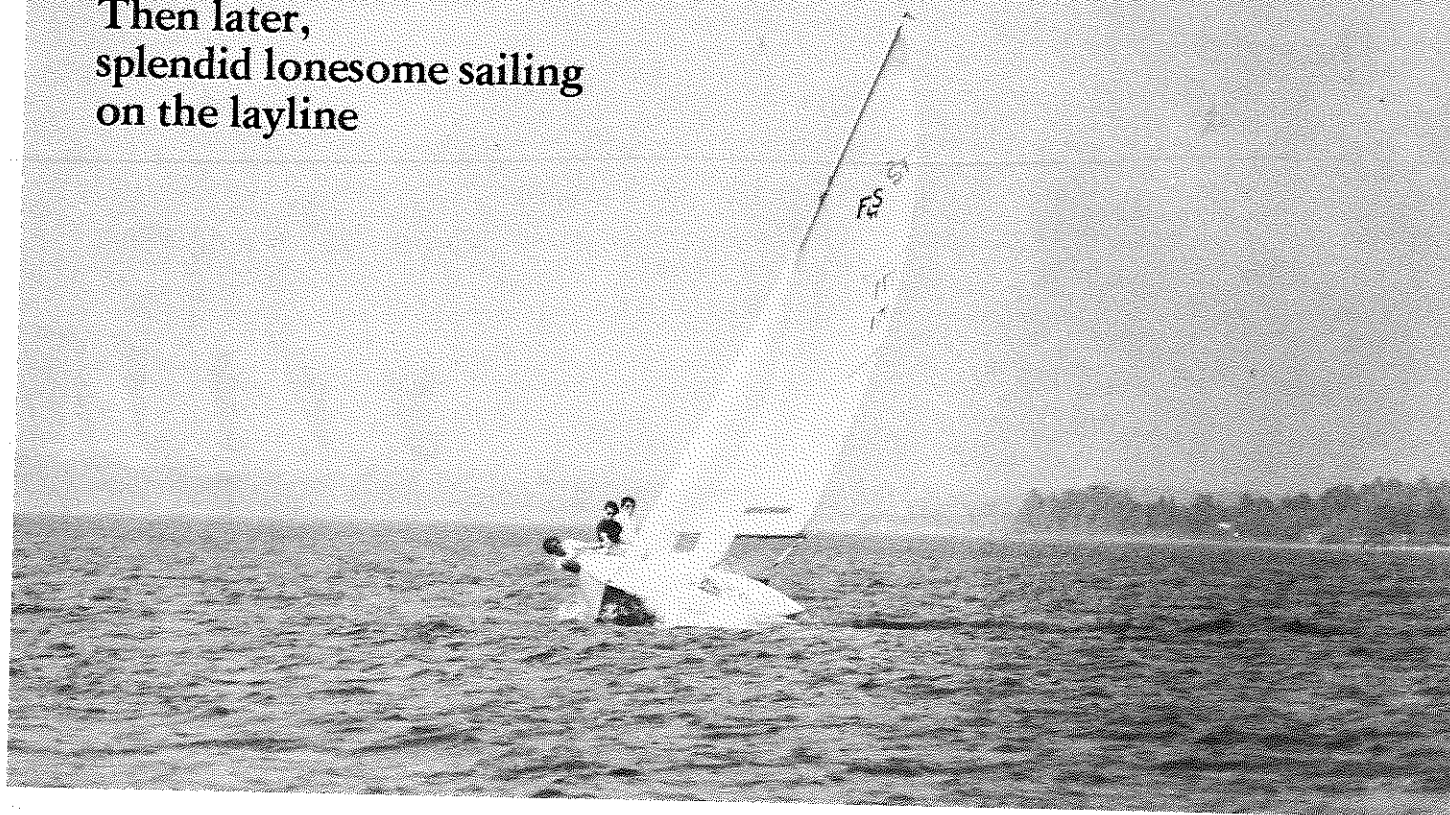
Wind SW 5-10 kts. Once again the pin end was favored. Fox started at the pin, tacked to port and had the Fleet covered. Fox and Johnson, Jr., proceeded to place themselves way out in front and led the entire race with M. Eagan, Wade, Sonnier, Santa Cruz and B. Eagan battling for the top 10 positions. 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



BOSTON SAILS

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.

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Schildroth photo

Not long till those
restful maneuvers at the gybe mark!

(con't. 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 over him, 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 fetching the "windward" mark on starboard from the "leeward" mark. Another case of blindness on my part! I realized that I should have checked out 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.

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.

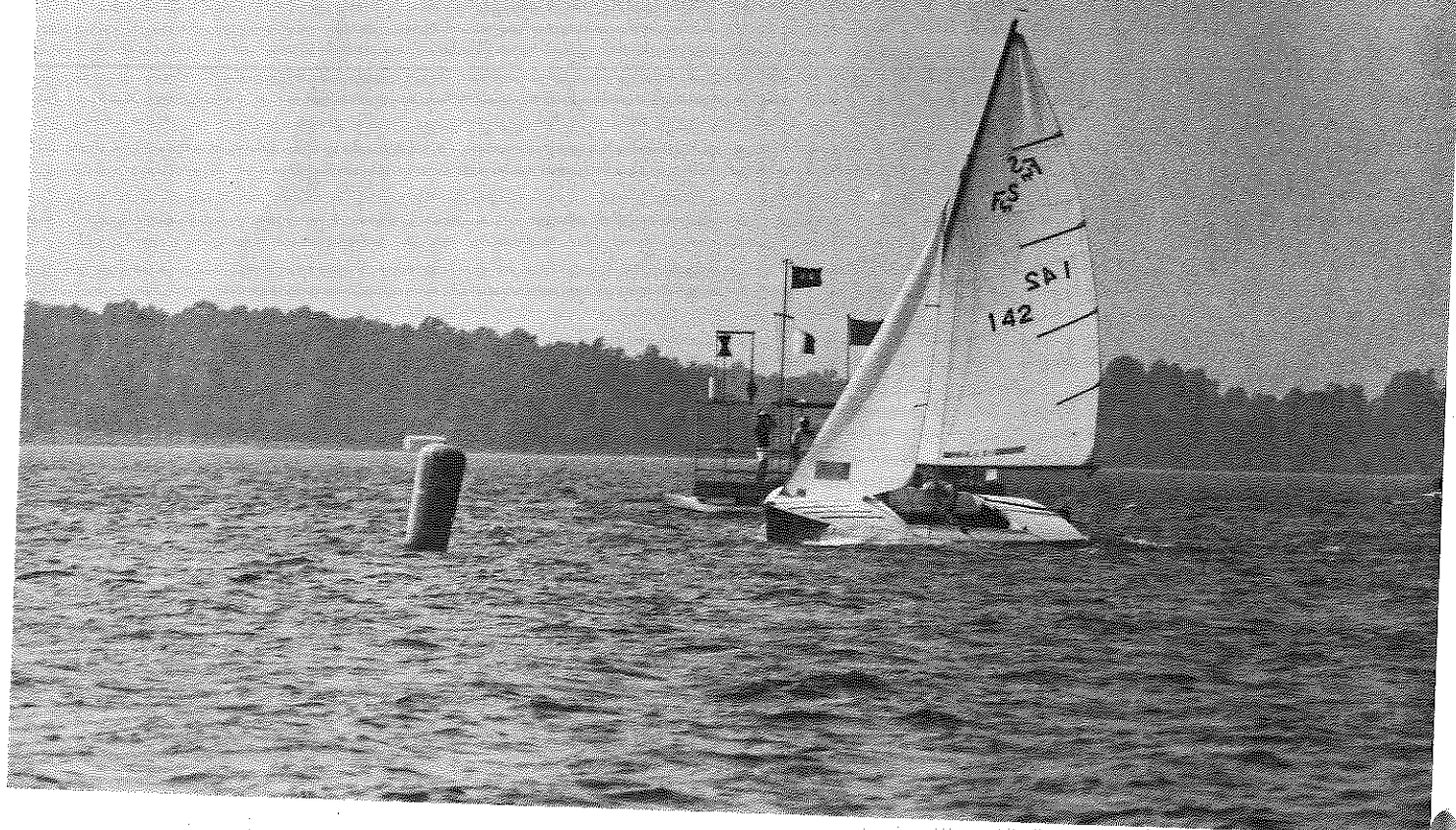
Early on the second weather leg Fox and Johnson got into a tacking duel, allowing Faget to sail unmolested over to the right where he picked up another starboard lift which carried him to the weather mark first. Meantime Fox slipped around Johnson, Jr., saw the starboard lift on the right, and got over there to round second. Johnson, Jr., held left and lost ground (water?); Santa Cruz, Sonnier 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

(con't. page 9)

And finally
time to go in for some rest



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And there are
those who did well

(con't. from page 7)

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 spinnakers. 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 Kelson Elam
2. Mark Eagan and Ed Turnipseed
3. William Weatherly and Adson White

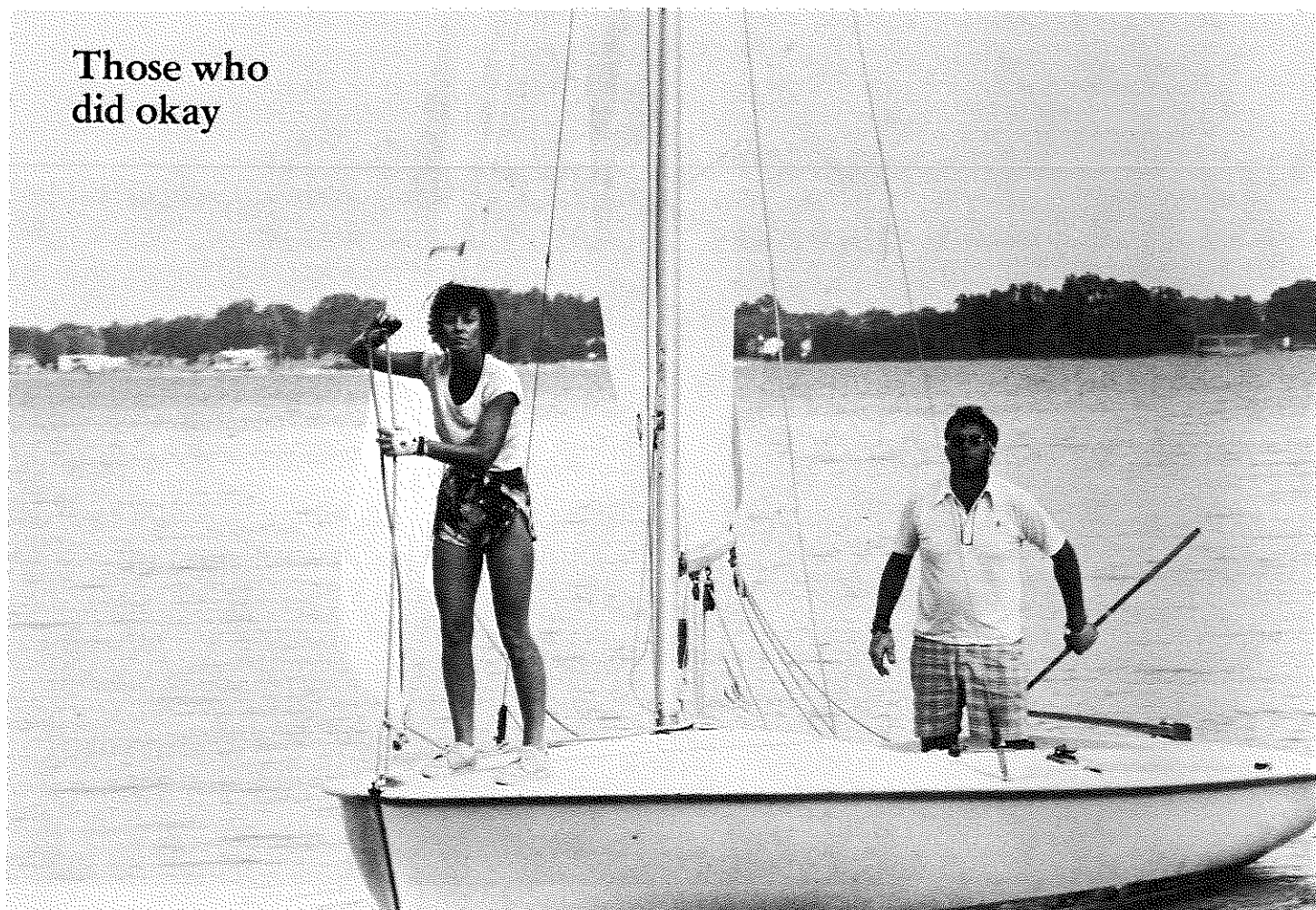
Division II

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

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

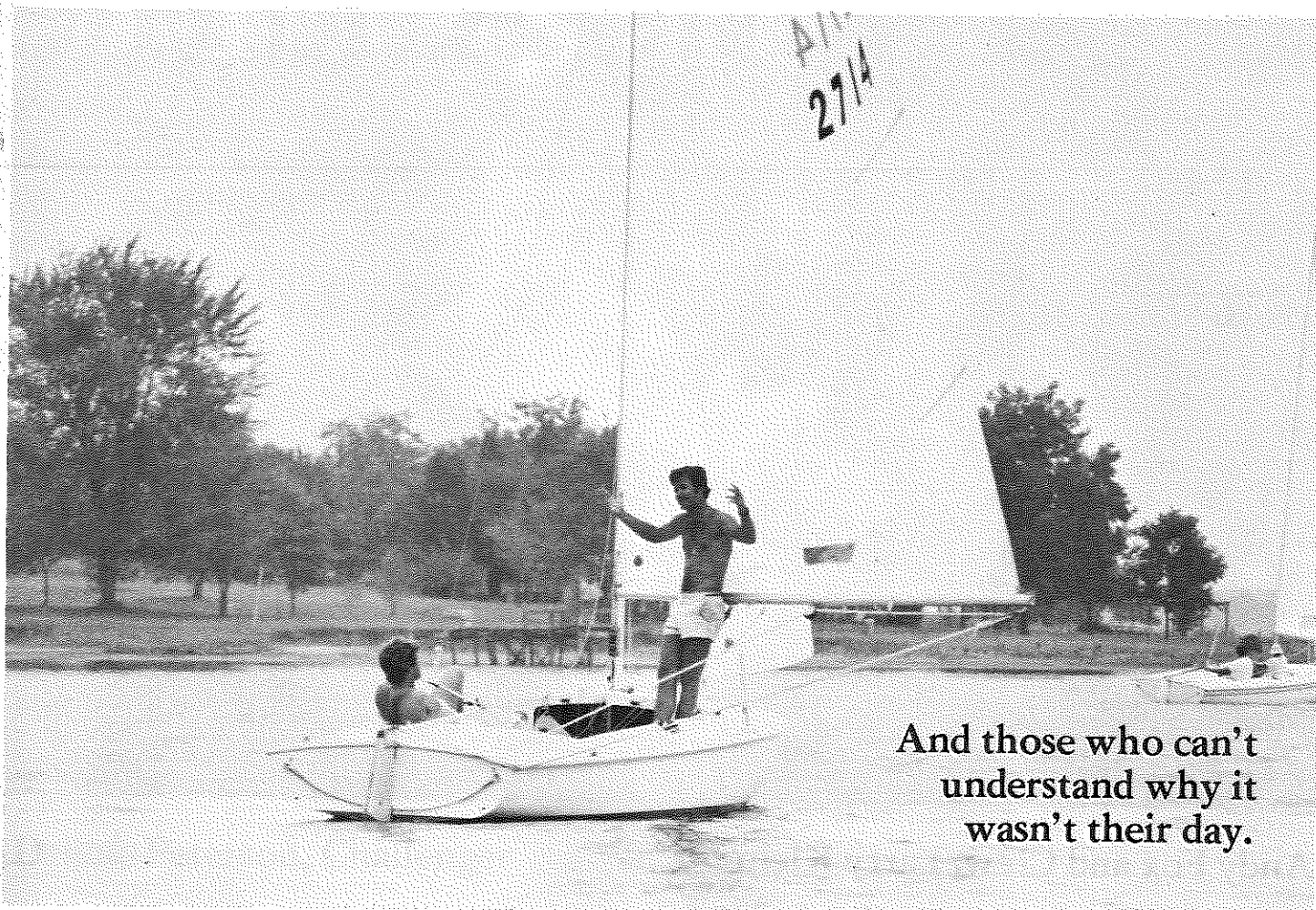
Finishes of 4, 1, 4, 3 gave Debbie a comfortable margin over second place finisher, Robert Douglas, who, with crew Tanner Schultz and Kathy Bell, had finishes of 2, 7, 9, 2. Debbie won the Commodore's Division at the Midwinters year before last; now she has won the Challenger Division at the Nationals;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

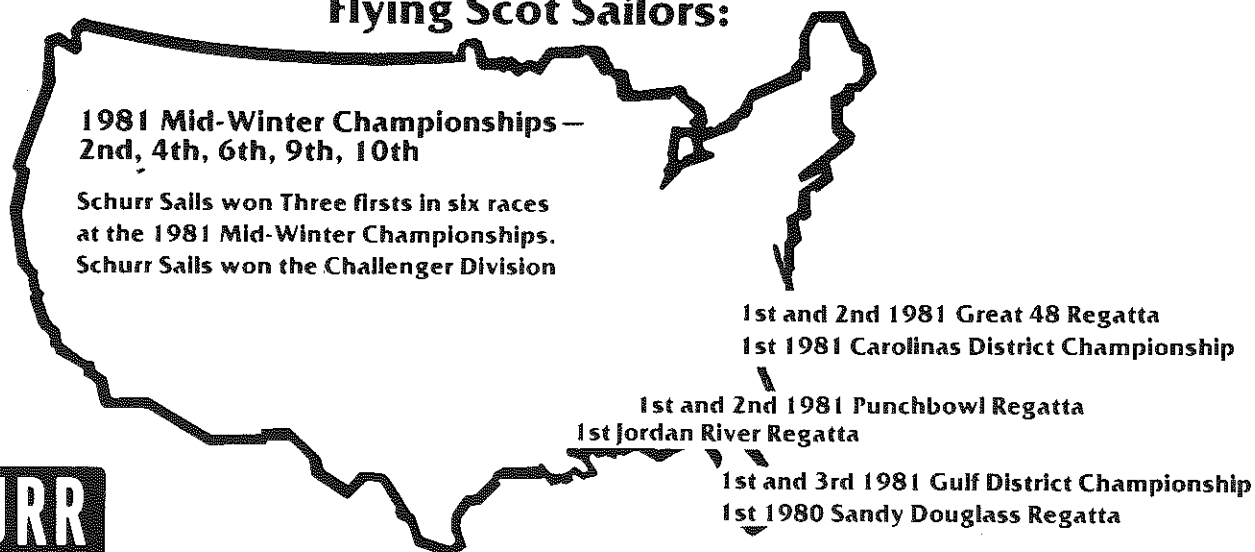


Debbie Peterson drives over Wayne Sundquist in 4th race.



And those who can't
understand why it
wasn't their day.

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And the



Andy Fox and Crew, Larry Klein

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 Tellschow 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

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

J. Edgar Eubanks Executive
Secretary's Cup
Person having done most for Flying
Scot Class

Randy Santa-Cruz

Larry and Star Lewis

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

GO FAST

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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.

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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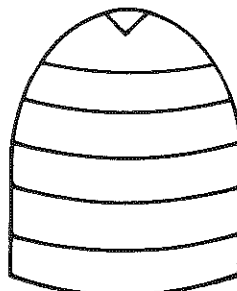
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the Spinnaker sketch.



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(con't. from page 13)

How shall we celebrate our 25th?

by Sharon Newton

Traveling Furthest Distance	John Strader, Houston, TX (1200 mi.)
Most participants from Fleet outside Carolinas District	Flt. 98, New Orleans (7 boats)
Highest Score from Carolinas District	Larry & Star Lewis, 12th Champ.
Best Score from Sponsoring Fleet, Fleete 48	William Reinke, 37th Champ.
Anchorman in Championship Division	Dennis Leffler
Oldest Boat	FS 133, Sailed by Dennis Leffler

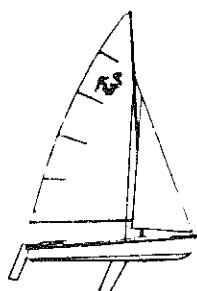
The Flying Scot will celebrate its Silver Anniversary in 1982. How about helping decide how the twenty-fifth birthday of our favorite sailboat can best be honored. Entering the contest is simple; just send any ideas or suggestions you may have to the Executive Secretary, Ed Eubanks, P.O. Box 11187, Columbia, 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

Place	Sail #	Skipper & Crew	Race #				Total Points	Place	Sail #	Skipper & Crew	Race #				Total Points
			1	2	3	4					1	2	3	4	
1	3566	Andy Fox Larry Klien, Fla.	3	4	1	2	9 3/4	21	3223	Jeff Stamper Dave Sommers, Va.	dnf	37	12	12	101
2	GYA 93	Randy Santa Cruz Rod Stieffel, Miss.	4	1	7	3	14 3/4	22	2068	Charles Fowler Jim Fowler, Fla.	dnf	18	19	25	102
3	GYA 29	Scott Sonnier Andrew Murray, La.	1	10	4	4	18 3/4	23	511	Paul Nickerson Chris Nickerson, Ohio	13	35	29	27	104
4	3118	Marc Eagan Ed Turnipseed, La.	6	2	6	9	24	24	GYA 28	Dwight LeBlanc Greg Christman, La.	dnf	16	21	28	105
5	2714	Richard Wade Kelson Elam, Tx.	2	3	9	10	24	25	3337	William Weatherly Adson White, Miss.	dnf	6	dns	24	110
6	3599	Bubby Eagan Mac Hadden, La.	5	9	3	8	25	26	3617	Ted Glass Florence Glass, Ill.	dnf	21	24	30	115
7	GYA 100	Benz Fager Will Tucker, La.	10	17	11	1	38 3/4	27	2942	Dave Miller Michelle Walker, N.C.	dnf	32	25	18	115
8	GYA 13	Doug Sansom Rick Zern, Fla.	7	20	5	11	43	28	3403	Brad Davis John Diggins, Tx.	dnf	19	26	31	116
9	GYA 21	Danny Killeen, Jr. Beau LeBlanc, La.	12	25	2	15	54	29	2865	Bob MacKenzie Trish MacKenzie Norma MacKenzie, In.	dnf	24	30	22	116
10	2710	Larry Taggart Keith Andrews, La.	dnf	7	9	6	61	30	3520	Barry Moore Paul Moore, Mo.	dnf	26	33	26	125
11	3421	Pat Barry, Jr. Paul Ehman, Mi.	9	15	23	14	61	31	2046	Jim Bryan Mike McCorkle, Ala.	dnf	31	32	23	126
12	1360	Larry Lewis Star Lewis, N.C.	11	11	20	20	62	32	2708	Jerry Dees Terry Dees Juanita Dees, Ala.	dnf	27	27	33	127
13	1432	Michael S. Johnson, Jr. Alexander Cooke, Fla.	8	12	dsq	5	65	33	3601	Harry Carpenter Eric Ammann, Md.	dnf	dsq	28	21	129
14	GYA 172	Rusty Weaver Luther Carpenter, La.	14	29	13	13	69	34	2045	John Burnside Joan Burnside, Md.	dnf	33	22	38	133
15	3578	Jerry Hartman Marty Moore, Ill.	15	13	15	29	72	35	2891	Dave Stein Ellen Stein, Ala.	dnf	28	34	37	139
16	2614	Chuck Barnes Dan Parham, Fla.	dnf	8	10	16	74	36	2609	Joe McFadden Marianne McFadden, Ala.	dnf	34	35	32	141
17	1327	Bill Berry Collin Berry, Tx.	dnf	5	16	17	78	37	142	Bill Reinke Alan Hunter, N.C.	dnf	36	31	34	141
18	1342	Jack Stewart Martha Stewart, Ohio	dnf	14	18	7	79	38	1497	Jack Orr James Orr, Ct.	dnf	30	dns	36	146
19	2836	Paul Newton Sharon Newton, N.C.	16	24	15	dnf	93	39	133	Dennis Leffler Kay Leffler, N.C.	dnf	38	36	35	149
20	3377	Ken Tempelmeyer Doris Tempelmeyer, Ill.	dnf	22	17	19	98								

NAC Challenger results

Place	Sail #	Skipper & Crew	Race #				Total Points	Place	Sail #	Skipper & Crew	Race #				Total Points
			1	2	3	4					1	2	3	4	
1	1849	Debbie Peterson Norm Peterson, N.C.	4	1	4	3	11 3/4	17	3595	Dr. William Singletary Maye Singletary, N.C.	11	10	20	21	62
2	171	Robert Douglas Tanner Schultz Kathy Bell, N.C.	2	7	9	2	20	18	440	Richard Parker Felisa Harrison, N.C.	16	dsq	11	5	65
3	2171	Mike Kawalec Beverly Kawalec, N.C.	12	8	1	20	40 3/4	19	1290	Louis H. Calame Don Smith, N.C.	20	24	8	17	69
4	1728	Duncan Gardiner Cheri Gardiner, Ky.	5	4	18	15	42	20	3076	Bernard Knight Chris Knight, Md.	13	23	26	8	70
5	596	David Alkire Jim Moeller, N.C.	21	9	3	10	43	21	1784	David M. Wagnon C. Morgan, Ala.	10	21	16	25	72
6	1771	S. C. Sanday R. S. McGribon, Va.	15	16	7	6	44	22	708	Hank Hopkins David Stewart, N.Y.	dnf	5	27	9	74
7	1493	Natalie Bookstaver Tom Bookstaver	3	17	12	14	46	23	3334	John F. Shettle, Jr. Carol Cameron, Md.	dnf	3	15	24	75
8	1720	Bob Murdock Beverly Murdock, N.C.	dnf	13	2	1	48 3/4	24	3029	Donald Hott Charlotte Hott Vicki Jeffrey, W. Va.	dnf	12	22	16	83
9	FSC 20	Christopher Lee Paul Lee, Mi.	7	18	13	13	51	25	3194	Sam Wilson Tim Stokes Jim Honeycutt, N.C.	18	27	25	18	88
10	2146	George Goodall Fran Goodall, Fla.	9	6	17	19	51	26	355	Charles H. Byers Kay Johnson Lee Jeffrey, Tn.	dnf	14	19	23	89
11	1599	Wayne Sundquist Vicki Sundquist, Mich.	6	19	23	4	52	27	1039	John D. Barnes John Hakken, Md.	dnf	22	28	26	109
12	3442	Kelly Strader John Strader Erin Strader, Tex.	8	2	10	dsq	53	28	2905	Donald L. Chamberlain John Slater Gracia Slater, LA	dnf	29	21	dns	116
13	2448	L. Viemann Eric Viemann, N.J.	17	20	6	11	54	29	3467	L. F. McLaughlin J. K. McLaughlin, S. C.	dnf	28	29	27	117
14	FSC 15	Linda Armstrong Richard Armstrong Geoffrey Armstrong, Mi.	14	15	5	22	56	30	2071	Emile Gebel Gretchen Gebel, N.C.	dnf	26	dns	dns	125
15	2635	Alvah Bohannon Doug Dalton Willie Robertson, Va.	19	11	24	7	61	31	2050	George Ingham Henry Ingham, N.J.	dnf	dns	dns	dns	132
16	2299	Bert Allen Bob Valentine, N.C.	1	25	14	12	61 3/4	32	2481	Kent Hassell Dave Love Dave Schiller, Ga.	dns	dns	dns	dns	132



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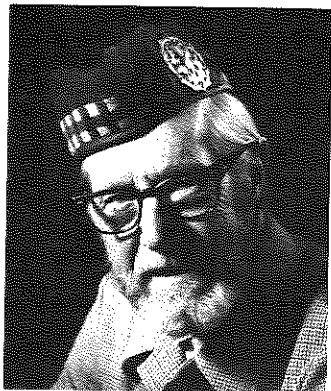
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Losing races made easy!

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, nor 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, "Star-

board! 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 in seventh place in a fleet of eight boats. My skipper was batting .875.

One to go, and this one my skipper saved for the weather mark. We outsailed the 8th boat and should have lead it around the mark, but my undaunted 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 if 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.

October. 10-11—October Fest Regatta. Percy Priest Yacht Club. Percy Priest Lake. (Contact Doug Anderson, 4014 Coleridge Drive, Antioch, Tennessee 37013. 615-834-0005.)

Oct. 24-25—Y-Scot Invitational—Dixie Sailing Club, Lake Martin, Alabama. (Contact: Jim Bryan, 4021 Troy Hwy., Montgomery, Alabama, 205-281-9099).

Oct. 30-Nov. 1—Wurstfest Regatta—Canyon Lake Yacht Club, Canyon Lake (near San Antonio, Texas). (Contact: Robert Killian, 7915 Teak Lane, San Antonio, Texas 78209, 512-826-8631).

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:

Overall	Sail #	Name	Race #				Total Points
			1	2	3	4	
1	1875	Janet Besse	3/4	2	3/4	2	5 1/2
2	3067	Hub Needham	3	3/4	3	4	10 3/4
3	3211	Griff Williams	5	5	2	3/4	12 3/4
4	183	Randy Blakeman	2	3	5	5	15
5	3493	Cynthia Rea	4	4	4	3	15

The top finishers in the Open were:

1	3262	Bob Schneider	3/4	3/4	3/4	3/4	3
2	2129	Eberhard Alsen	3	2	2	3	10
3	3350	Chip Coffin	2	3	3	2	10

Calverts capture Prairie District Championship again

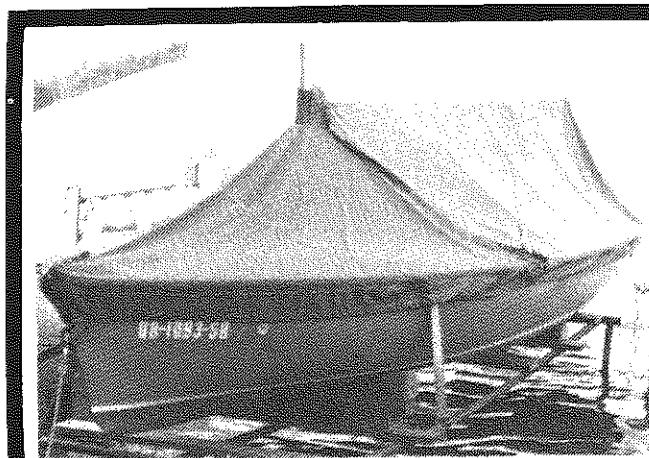
by Peter Vogel

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 Calverts 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 Calverts, 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.

Overall	Sail #	Name	Race #			Total Points
			1	2	3	
1	1725	Calvert	3/4	2	2	4 3/4
2	1963	Anderson	3	3	3/4	6 3/4
3	537	Vogel	7	3/4	3	10 3/4
4	2243	Kerr	2	6	4	12
5	2506	Coonly	4	5	7	16
6	1998	Stover	6	4	6	16
7	2196	Schulz	5	7	5	17
8	2083	Jones	9	9	8	26
9	2082	Brandon	8	8 DNS	10	26



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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 a.m. 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, Tempelmeyer 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.

Overall	Sail #	Name	Race #			Total Points
			1	2	3	
1	3520	Moore, E. Paul	1	1	7	8 1/2
2	3578	Hartman, Jerry	4	4	1	8 3/4
3	1690	Striegel, Leon	6	3	4	13
4	3377	Tempelmeyer, Ken	5	2	9	16
5	1224	Wyatt, David	12	5	2	19

Ohio District Flying Scot Regatta

(22 Boats from 5 Clubs)

June 27 & 28
Atwood Lake, Dellroy, Ohio

Overall	Sail #	Skipper	Race #			Total Points
			1	2	3	
1	2843	Paul Blonski	1	3	1	4 1/2
2	2862	Rick Baugher	8	2	2	12
3	1342	Jack Stewart	2	5	5	12
4	3096	Bob Cornish	12	1	3	15 3/4
5	2950	Dave Solomon	4	6	7	17

Consistent Uyeda wins Texas District Championship

by Ko Uyeda

The Texas District Regatta for 1981 was held on May 16 and 17 on Whiterock 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 Tears. Tom Shepard garnered fifth place. The Dallas Sailors dominated this event by taking the first nine places.

Overall	Boat #	Skipper	Finishes					Total Points
1	243	J. Uyeda	1	1	2	3	4	10 1/2
2	2714	R. Wade	6	2	1	5	8	21 3/4
3	3403	B. Davis	4	6	5	6	1	21 3/4
4	553	F. Tears	3	4	3	9	3	22
5	3265	T. Shepard	9	7	8	1	5	29 3/4
6	1253	C. Dukeminier	5	12	4	8	2	31
7	1250	R. Hansen	8	5	9	4	7	33
8	3053	R. Robinson	7	10	10	2	10	39
9	1496	M. Smith	10	11	6	7	6	40
10	3442	P. Strader	12	3	14	11	9	49



Boyer, 3006 rounds ahead of Baugher, 2862; Stewart, 1342; Forrest, 1176; 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 shuffle at the last leeward mark; Newton slipped through the crowd and managed to keep enough boats between himself and Carpenter to win.

Overall Skipper	Race #					Total Points
	1	2	3	4	5	
1 Paul Newton	1	4	1	3	3	11 1/2
2 Harry Carpenter	2	1	2	2	6	12 3/4
3 Rick Baugher	4	3	5	1	11	23 3/4
4 Larry Lewis	9	2	10	3	1	23 3/4
5 Kent Taylor	6	7	8	5	7	33
6 Dave Batchelor	5	5	9	16	2	37

Baugher does it again. He wins at Berlin.

Overall	Sail #	Skipper & Crew	Race #			Total Points
			1	2	3	
1	2862	Rick & Jo Baugher	1	3	1	4 1/2
2	1342	Jack & Martha Stewart	2	2	2	6
3	1858	Jack & Rosalee Liepper	4	8	4	16
4	200	Charles & Mike Cullen	11	1	7	18 3/4
5	1038	Bill Kobel, Kurt Rogers	8	6	6	20



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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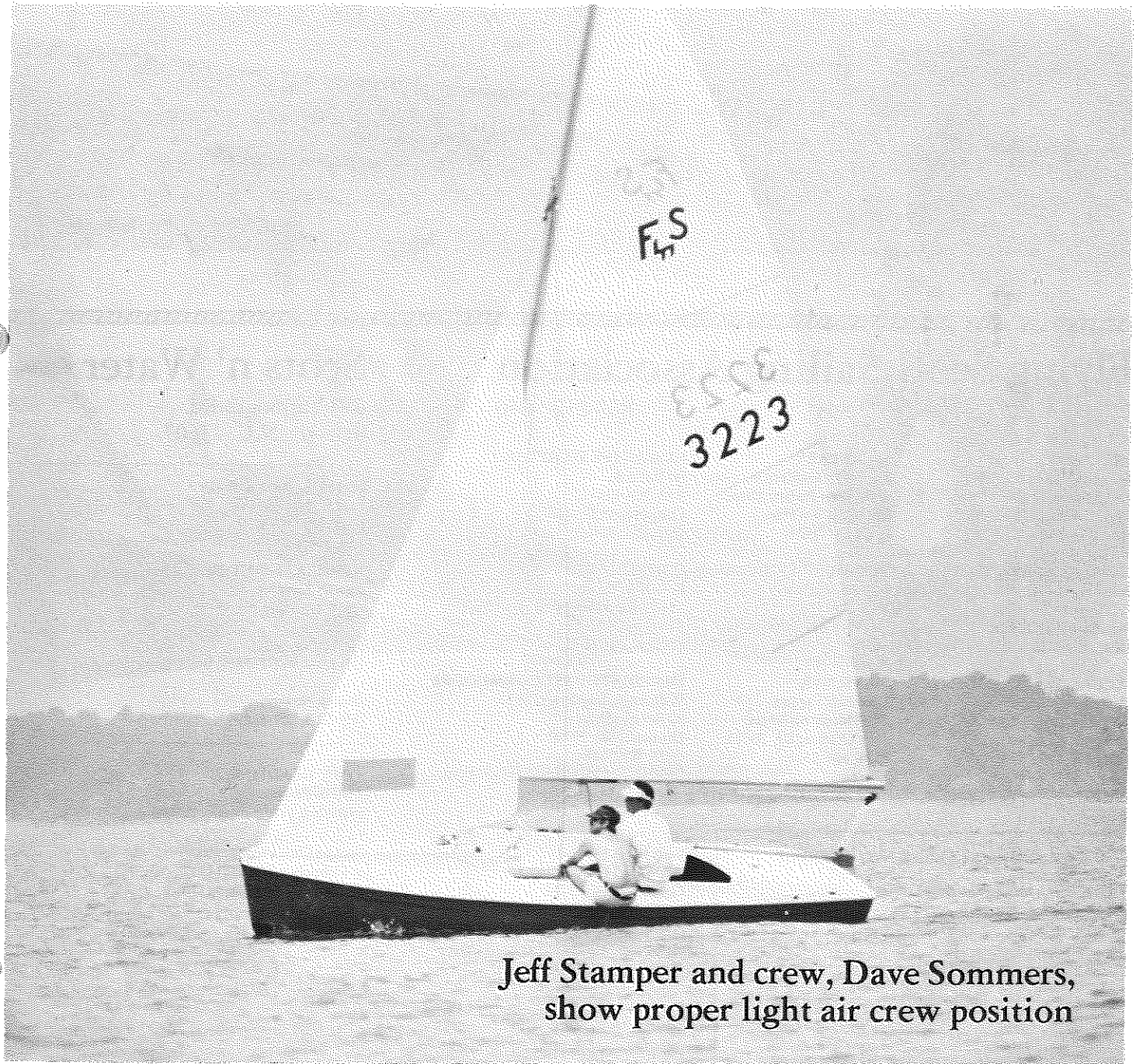
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Jeff Stamper and crew, Dave Sommers,
show proper light air crew position

Mike Johnson, Jr., and crew, Alex Cooke
give us a parting shot
from the 1981 NAC.



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