

Scots n' water

June 1980
Volume XXII
Number 4

**Hott comments
on rigging . . . page 6**
**April Fools
on the Neuse . . . page 8**
**More from Goldsmith
on spinnakers . . . page 10**



Marc Eagan sails in clean air; Midwinters 1980
Photo by Richard Elam

President explains voting rules for Annual Meeting at North American Championship

by Don Hott

Under the FSSA Constitution, each active member of the Association is entitled to one vote on any issue coming before the Annual Meeting. Those members who belong to fleets vote through their fleet representatives, either delegates or proxies. Members have the right to instruct their delegate or proxy as to how that member's vote is cast.

For example, a delegate or proxy representing Fleet X may be instructed by 10 members of Fleet X to vote in favor of a certain issue and by 5 members to vote against that issue and the delegate or proxy is required to vote accordingly.

Active members who are not affiliated with any fleet vote in person at the Annual Meeting.

If the Fleet fails to appoint a proxy, (either an individual who can attend the Meeting or the Proxy Committee), or a delegate who can attend the Annual Meeting, then there is no way your vote can be cast at

the Annual Meeting. Make sure that your fleet is properly represented at the Annual Meeting and your vote will be counted. In this way, the policy decisions are made by the 2,000 members, and not by the 75 persons or so who attend the North American Championship and the Annual Meeting held in conjunction with that Regatta.

Chairman of the Chartering committee for the 1980 North American Championship is Michael Johnson. Mike's address is 104 Ferry Road, Fort Walton Beach, Florida 32548.

In compliance with the provisions of the FSSA Constitution, Article XIII, Section 2, I appoint the following as the International Race Committee for the 1980 NAC:

Donald C. Hott, Chairman; Bill Davis, Jr., Governor, Gulf District; Michael S. Johnson, Secretary, Fleet 28; Thomas F. Ehman, Jr., Second Vice-President; Lawrence W. Taggart, Jr., Chief Measurer; Robert F. Vance, Commodore; Lewis B. Pollak.

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GYA Spring—1st
GYA Candler Regatta—1st
GYA Race Week—2nd and 3rd
GYA Meigs Regatta—1st and 2nd
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Open Scot—Spring Regatta—1st
North Carolina Opening—1st

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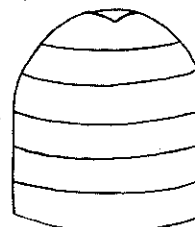
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Fred M. Crapo

In the death of Fred M. Crapo at the age of 83 in an automobile accident last December, the Flying Scot Class has lost one of its most loyal and best-liked members. Fred first joined our ranks in 1958 as the owner of Scot 68, and ever since had been an enthusiastic booster for the Flying Scot. Over the years his enthusiasm and energy contributed to the formation of Fleet 9 at Klinger Lake, his home fleet; Fleet 29 at Muncie, his home town; and Fleet 34 at Clear Lake, Indiana. Over the years Fred owned a number of Scots, his latest being 3055, in some instances thereby providing a good used boat to aid in promoting his fleet.

Fred's loyalty and generosity were shown at the time the Flying Scot Class raffled off Scot 1000. By means of the raffle the Class raised \$5300 for the benefit of the U.S. International Sailing Association. Fred won the raffle, donated 1000 to the USISA, which then sold the boat for another \$2000 plus, making our contribution, thanks to Fred's generosity, nearly \$7,500 for the training of our Olympic athletes.

Known as a Muncie industrialist and philanthropist, President of the Indiana Steel and Wire Corp., more than this Fred Crapo was a fine gentleman and loyal friend. We all will miss him.

—Sandy Douglass

Carolina District Results

SAYRA Open, May 3-4

Place	Boat#	Name	Race		Total
1	1849	Debbie Peterson	2	1	- 2 3/4
2	171	Hal Walker	3	3	- 6
3	2942	Dave Miller	6	2	- 8
5	1296	Kent Taylor	1	9	- 10
5	2070	Don Sweet	5	5	- 10

Great 48, May 10-11

1	3505	Harry Carpenter	1	1	5	6 1/2
2	2070	Don Sweet	2	2	6	10
3	2324	Dave Batchelor	4	5	2	11
4	2720	Hap Crowe	8	4	1	12 3/4
5	1885	Dick Schultz	5	6	3	14

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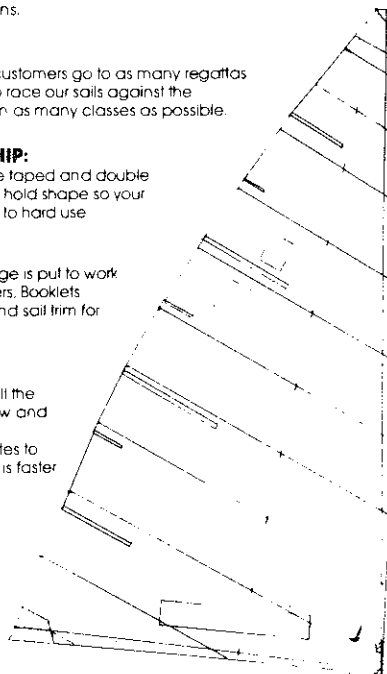
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President responds to Sandy Douglass on rigging rules— Owners want to keep the Scot a one design boat

Dear Sandy,

I read with concern your article in the March-April Scots n' Water, in which your opening sentence was "There now is essentially no control, no limitation, over the way you can rig your Scot." I want to reply to that article by stating to the same readers the present posture of the Board of Governors on fittings, lest some unsuspecting owner take you literally and try to make major changes in the way his Scot is rigged. There really has been no change over the control which the Association has exercised over the rigging of the Scot for the past twenty-two years. Chief Measurer's rulings have not been used in the past to change the "running rigging is optional" provision of the specifications.

Chief Measurer Larry Taggart's article in that same issue was excellent on the duties of the Chief Measurer and the Measurement Committee. Our Constitution provides for an orderly procedure to

make changes in the specifications. A change is proposed by a fleet, sent to the Chief Measurer for study (Art. XX-3). The Chief Measurer and the Measurement Committee study the proposed change and make recommendations to the Governing Board. If the Governing Board approves the change, the change is then voted on by the entire membership through the fleets at the next annual meeting (Art. XIII-1). This method takes time, but assures that the change represents the wishes of the majority.

As one who served as Chief Measurer for seven years, I can attest to the pressure brought upon a Chief Measurer to by-pass this orderly procedure by "making a ruling" and having that ruling approved by the Governing Board (Art. X-1-f). This is quick and efficient, and allows a few people to change the rules for the entire membership. This is what we did at the 1979 annual meeting of the Governing Board in Carlyle. Larry Taggart, who had been appointed as

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Chief Measurer only a few weeks before, was requested by the Governing Board to officially make certain rulings, (prohibiting double ended vang and cunninghams), which had been under consideration by the former Chief Measurer. Larry did so, and the Board quickly approved the rulings and they became "law." When these were published, many of our members rightfully complained that we had overstepped our authority since these matters would be considered "optional running rigging" permitted by the specifications (S-111-5). The Board agreed with this at its 1980 Mid-Winter Meeting and rescinded its approval.

If I read the policy of the Board correctly, it will be to continue to back the Chief Measurer fully on all rulings which he makes on matters not covered by the specifications but those matters which involve changes in specifications must go through the full procedures, including the vote of the members.

There are several matters involving changes to the specifications which have been suggested, for example, prohibiting (1) double ended vang, (2) double ended cunninghams, (3) Thru-deck spinnaker sheets, and (4) Mylar cloth sails. Any fleet could propose one or more amendments to the specifications involving these matters and they will be acted on in accordance with our Constitution, and, if ap-

proved by a majority of our members, adopted.

The decision to rescind approval of the Chief Measurer's rulings really puts the control of our specifications back where it would be, with the membership of the class, not its elected officials.

We really all have the same goal, the maintenance of the Flying Scot as a strict one-design boat. Our differences are only as to how this is accomplished. I know of no person in the entire Association who wants to change the Scot into a racing machine. We will continue to maintain controls over permissible fittings and to conform to the wishes of the members. We seek input from our members as to what they want. The members will be polled in the near future as to what policy should be adopted by the Association concerning control of fittings.

Sandy, we love your boat and we love you for your efforts to keep it clean. When we would not follow your lead, it was not that we are not fully committed to the one-design concept, but it was because of a sincere belief that we can keep the Scot a one-design boat as we have in the past twenty-two years. When and if further restrictions are needed, they can be adopted by the Association in the manner provided by the Constitution.

With very fondest regards,

Donald C. Hott,
President, FSSA

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High wind and high waves test Scots in the April Fool's Regatta off the Carolina coast

Great way to welcome spring

By Hap Crowe

We left Union Point lighted marker abeam to port at 1115 Saturday morning with the wind already 10-15 knots SSW. Dave Batchelor's FS 2324 was close aboard to weather and Weldon Howe, in his Tanzer 16, was level to leeward. We eased past Weldon shortly, but fell behind Dave after having to tack to clear a long line of fish nets staked diagonally across our track. It was a good start for the Annual April Fool's Regatta, which is not supposed to be a race but usually is.

The whole thing started a number of years ago when my friend, Andy Price, thought it would be a great way to dispel the winter fuzzies by sailing the Neuse River from New Bern to Oriental and back the first weekend in April.

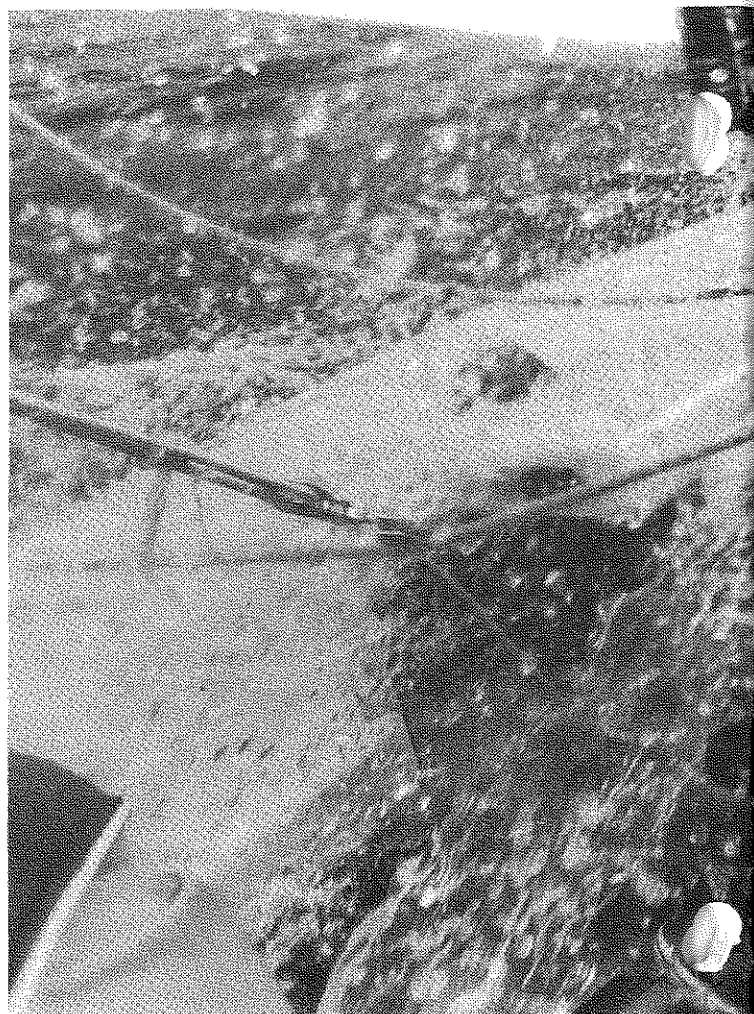
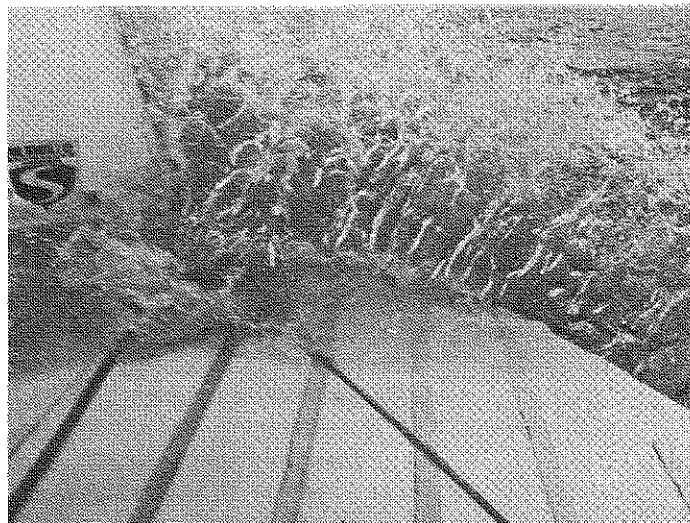
The winds can usually be relied on for a fast cruise—it began as a one-boat regatta. The first time we took his new Scot, I knew I had to own one someday. Planing around Wilkinson Point under jib alone with a four-man crew, four duffel bags, and three coolers, more or less convinced me the Scot is something special.

Even two years ago when the mast failed off Camp Seafarer, 14 miles down river, didn't discourage me. The wind-meter indicated a steady 30 knots south-westerly and the vang was much too tight for a beam reach. With a five mile fetch across the river the chop was breaking into the boat—it was time to quit anyway! The caretaker at the camp gave me a lift back to New Bern to pick up the trailer. The breeze went to 40 knots on returning, so we hauled out. In April, the Neuse doesn't always cooperate.

Last year was different. With a brisk SW wind we reached quickly down the 16-mile first leg, turned 90 degrees toward Oriental and fairly romped under spin-nakers the last five miles to finish in 3 hours, 17 minutes: (average speed 6.0 knots) our record time for 19.9 nautical miles one-way.

Two years ago off Wilkinson Point we fell in with a fleet of C & C 33's and left them hull down and crossed their finish line at Oriental. John Pode, on one of the big boys, said their knot meter was pegged at 11 knots, and we left them straight away. Their race committee was very sporting about it and gave us the gun.

This year, with the wind out of the SSW, we tacked several times to clear the narrows off Fort Point. As the river opened up at the mouth of Broad Creek, the wind moved to the SW and continued to build to 15-20



knots. Now solid water was coming over the bow as we planed through heavy chop. We decided not to bother to bail until the forward cooler to leeward floated to the stern of the boat. This occurred soon and repeatedly on this leg of the trip. We eased past Dave by sailing a straight track to the Point, while he went further out in the middle of the river. But by the time we doubled the Cape, he was close aboard.

On a broad reach to a run after rounding and heading NE, we were able to finally eat lunch and get some "relief." The boat was surfing and planing in the big swells now, trying to broach. The holes were four to five feet deep. With boat speed exceeding wave speed, we were slowing into the backs of these larger swells, so the spinnaker was ruled out this time. Even so, with Dave 100 yards to weather, we were both tracking for the #1 Oriental beacon and the finish line.

The cruising boats were racing off Oriental and had conveniently set up a finish line for us there. We hit the line at 3 hours, 22 minutes with 2-3 boat lengths between us. Not a bad time since we had to beat the first three miles and didn't get a spinnaker set.

Oriental, a small village on the north bank of the

lower Neuse River, has become the Annapolis of North Carolina with about 350 cruising boats making it their home port. We sailed to the River Neuse Motel pier, tied up and checked in. Everything is in walking of the motel and the Marina Restaurant, run by Bill and Brenda Harris, serves first class seafood.

On Saturday morning the weather radio predicted 15-25 knots, a small craft advisory, with the wind shifting to the NW. Since this meant a long, rough, wet beat to New Bern, we elected to bring the trailers to Oriental and spend the day sailing there. With the wind still from the SW at 15-25 knots, we had drag races from Oriental #1 to Garbacon Light. This provided a little more than a beam reach with high speed planing and surfing going out and a close reach coming back. This is the very finest sailing in North Carolina.

You may wonder how we managed to get to Oriental and have dry clothes on board, especially since the cooler was floating about. The trick is to put everything in ziploc bags, then put these in a plastic trash bag sealed with duct tape. Stick this in a sturdy duffel and throw it up under the bow. It works—usually.

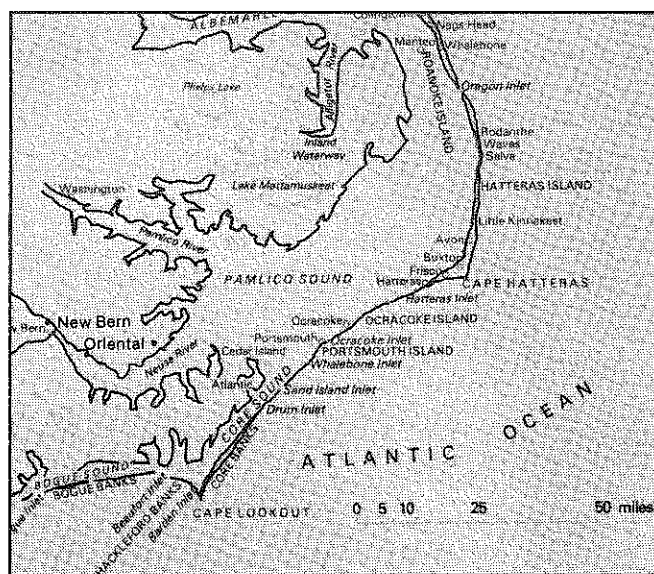
Another good idea is to take along another able heavy weather sailor to take a trick at the helm. After two hours of total concentration at the helm, I began envying Dave Batchelor, who had Paul Newton to spell him. Also, extra bailing devices with hand straps are helpful. One year an over zealous crew accidentally pitched two bailing scoops over the side in as many minutes.

We'll be going down the river again next year. Sometime soon we'll do it in three hours flat and I don't want to miss that one.

Update your insurance program, bring your heavy weather crew, and join us. No registration, no trophies; "no guts, no glory!"



Photos by Jim Strickland



Goldsmith describes spinnaker strategy— “Think spinnaker all around the course”

By Bruce Goldsmith

Hoisting the Spinnaker

Under normal conditions, the forward crew on the spinnaker hoist will first ease the jib sheet, hoist the halyard, shove the pole forward against the headstay, and trim the jib for the reach. Once the spinnaker is flying, release the Cunningham, consider easing the outhaul.

The middle crew, meanwhile, will bring the guy around until the pole is off the headstay, take the sheet from the skipper, and then fly both sides of the spinnaker.

The skipper takes the sheet, jerks it at the right time so that the clews stay apart to avoid an hourglass, steers either higher or lower, quickly, to what the spinnaker needs to fill, and hands the sheet to the middle crew for the rest of the leg.

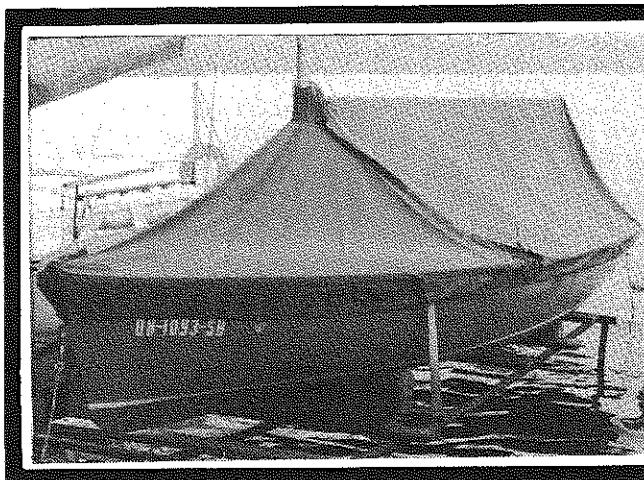
Flying the Spinnaker

On a close reach, the three of you need to work together to keep the boat from rounding up into the wind, out of control in a strong breeze. The forward crew should be a superhiker. The middle crew should be hiking but, somehow, keep half an eye on the tiller. Try to develop a feel for that point at which the skipper can no longer pull the tiller any farther to windward and have the tiller action lay the boat off to leeward. A slight ease on the spinnaker sheet anticipating this problem, with a little extra hike by everyone and a slight fall off to leeward by the skipper, and even possibly an ease of the mainsheet, will keep the boat on her feet, and avoid the wipe-out disaster. In a centerboarder, it's disaster to have this happen

because you will probably tip over. In any event, if the boat starts to round up, and it becomes obvious that it can't be saved, the middle crew must ease the spinnaker sheet quickly and let it flap. At this point, a slight trim of the jib to pull the bow off to leeward slightly, and then a big ease on the jib to let the air flow through the slot into the spinnaker and refill it—coupled with a quick laying off to leeward by the skipper—gets the boat planing again without too much lost distance.

Broad reaching conditions are where wave-riding becomes important and a whole book could be written on this subject. Basically, however, the crew must be aware that as you reach the top of a wave, the weight must go forward, the spinnaker should have been eased out slightly so that it can be trimmed on both sides, and the main and jib should be trimmed as to break the boat loose and start it down the wave. As the boat gets down on the wave, the weight is moved aft, lifting the bow so that it doesn't dig into the backside of the next wave. In this condition, being able to stay on the plane the longest tests the skipper's skill in knowing when to head up just enough. Getting on to the plane originally is more a matter of coordination between the spinnaker flyer and the skipper.

Flying the spinnaker in very light winds is probably the toughest thing to do well. Do pay constant attention to pole height. The middle crew should be in charge of flying the spinnaker and deciding how high he wants the pole. As the wind gets lighter, the pole goes down, and when the wind picks up, the pole comes up. Basically, you are trying to keep the two clews level. The forward crew automatically



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positions himself to leeward holding out the main boom. This allows both the middle crew and the skipper to sit to windward without heeling the boat too far to windward. The middle crew can then see the spinnaker better, and the skipper can keep track of other boats and see where he goes the best.

Jibes

On the jibe, the forward crew operating from the foredeck (as discussed in the last issue), takes the pole off the mast, puts the pole on the old sheet, removes the pole from the old guy, pushes the pole forward and puts the end of the pole that was on the old guy onto the mast. As he comes back into the boat on what is the new windward side, he should immediately think in terms of helping with the new guy. Right after the jibe, there is tremendous strain on the guy and getting it adjusted to the right spot is tough and needs extra hands in many cases. The middle crew flies both sides of the spinnaker through the jibe, easing what becomes the new guy, and trimming what becomes the new sheet as the boat turns underneath the spinnaker. Assuming the two crewmen do their jobs, the critical steering job for the skipper comes just after rounding the mark. It's an easy time for the boat to be unstable because of a lot of factors: the pole not quite making it onto the mast,

the mainsail not jibing properly, the skipper not bearing away soon enough after the turning, and so forth. In any event, the middle crew and the skipper must have a rapport that takes place without a lot of conversation because there just isn't time for conversation. For instance, if the pole doesn't get on and the strain is too great, there has to be an understanding whether the boat should be laid off or the spinnaker should be eased or both. If the boat starts to round up, the crew must sense this rounding immediately and ease the sheet at all expense. Only practice and understanding of the forces involved can develop this feeling between skipper and crew.

Spinnaker Drop

The mechanics of the spinnaker drop are: forward crew sets Cunningham, and outhaul to upwind setting, raises the jib, and presets it to a light upwind trim. He then takes the pole off the mast, then off the guy, and if there's time, off the topping lift, and stows it on the side of the boat that the pole will go up on next, which is usually the present leeward side. If time is lacking for some reason, there's nothing wrong with letting the pole hang on the topping lift for a second while he releases the halyard.

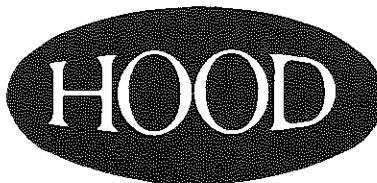
The middle crew gathers the spinnaker in to

(Continued on page 12)



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(813) 576-4450

Hood Sailmakers
Little Harborway
Marblehead, MA 01945
(617) 631-8000

Good timing important in dropping the spinnaker

(Continued from page 11)

windward or leeward, whichever the case may be. The skipper should be ready to help free the sheet which has to travel the furthest, which in the case of the windward takedown was the leeward sheet and in the case of the leeward takedown was the guy. This is particularly true if you have ratchet blocks on, and the wind is light.

Once the halyard is released, the pole can be taken off and stowed if this hadn't already been done by the forward crew, and you should be just reaching the mark to round up on port tack. One deviation from the above that crews frequently do in centerboard three-man boats in very heavy air is to drop the spinnaker before hoisting or setting the jib. Usually, you are not quite making the rhumb line and want to fly the spinnaker as long as possible because you're planing at a tremendous rate. You also want to keep all of the crew out over the side as long as possible. In this case, the skipper should make this announcement so that everybody realizes there is a change in the normal spinnaker dropping drill. You then carry the spinnaker as long as the skipper feels you can and still get up to the mark after it is dropped. Drop the spinnaker in the normal fashion, and as soon as the spinnaker halyard has been let go by the forward

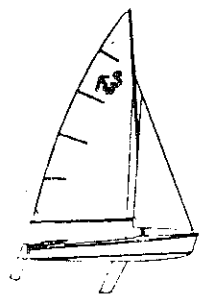
crew, he sets the jib as quickly as possible. You're probably trading 30 seconds more of planing for about 10 seconds of time when you only have a mainsail pulling for you. In many cases, it's very worthwhile and can mean 50 to 100 yards at the end of a screaming reach.

Race Week

Skimming the water,
sails unfurled,
the boats crowd the sunlit bay.
These winged creatures of man's design
catch the heart.
See them navigate the course,
canvas spread to hold the wind.
Round the mark!
Ravens, Beetlecats, Blue Jays!
Watch them heel, the Stars, the Sunfish!
And there on the wind,
—Crossing the finish line—
The Flying Scot!

Edith Roberts Langenau

("Our elderly friend wrote this poem on our cruising boat anchored near the finish line of the Great South Bay Yacht Racing Association Race Week" . . . Phil Linker, Flying Scot 938.)



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FLYING SCOT®

Flying Scots guests of Thistles at Rob Roy Regatta

By Bill Giles



There comes a time, such as the Midwinters, when racing a Flying Scot demands the application of a variety of skills, some of them not generally associated with sailboat racing. In this photo the Blonski brothers demonstrate their expertise in mountain climbing. For an encore the versatile crew will rappel across the face of the mainsail, but no pitons, please. (Photo by Richard Elam)

The Virginia Flying Scot Fleet 137 was the guest of the Thistle Fleet at their annual Rob Roy Regatta, held May 3 on Swift Creek Reservoir just outside Richmond, Virginia.

Sandy Douglass was invited to this regatta since he designed both the Flying Scot and the Thistle, (if we could have found enough Highlanders, we could have had a "start" for them too—only one in Richmond as far as this writer knows). After the regatta and a nice supper on the site, Sandy presented the trophies and talked informally with members of both fleets. It was a delightful evening and a real treat for everyone.

It was a beautiful day with winds very light to ultralight. We had some medium winds between races but they seemed to die somewhat at or after the starts. Race #3 was cancelled. The race results are as follows:

Place	Boat #	Name	Race 1	Race 2	Total Points
1	2970	Harris, Gary	2	2	4
2	3136	Jacques, Jim	4	1	4¾
3	3131	Hess, Jim	1	5	5¾
4	3141	Marsh, Gary	3	3	6
5	3357	Hecht, Joe	6	4	10
6	3199	Giles, Bill	5	6	11

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5-ounce rollables—1st, 1979 North American Championships

3.8-ounce waddables—3rd and 5th, 1978 North American Championships



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FS 3074—Customflex tangerine hull, white deck. Murphy-Nye main and jib, both with windows. Pamco tilt trailer, anchor, paddles. Stored indoors winter, dry-sailed, only in water six times. Price: \$4,000. Leonard Brady, 2518 Cheltenham Road, Toledo, Ohio 43606. Business (419) 537-2109, Home (419) 536-3901.

FS 444—Douglass Mfg., race equipped, dry sailed, good condition. Needs new sails for competition. New aluminum trailer. \$2800 firm. Call (216) 758-2524 Youngstown, Ohio.

BATTENS—New Floater-unbreakable tapered floating flexible, 1" wide smooth butyrate cover, glass rod core—set for main \$11.00 delivered. Wood, same quality you've always received, sanded \$4.75, varnished \$7.50 delivered. Send check to Don Blythe, Battens, 804 Euclid Ave., Jackson, MS 39202 if you can't find our battens at your favorite sailboat dealer.

STAINLESS HALYARD CRANK—Hardwood roller handle is fitted on a machined 3/8 sq. drive crank. Used successfully by hundreds of Scot and Thistle sailors. \$8.00 postpaid. Send check to Curt Meissner, ST. Rt. 1, Box 207, Fence, Wis. 54120.

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

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Effective _____

Name _____

Address _____

City _____ County _____ State _____ Zip _____

Builder _____ Year Built _____

Hull Material _____ Mast Material _____ Mast Age _____

Class _____ Length _____

Are You a Class Member? _____ Hull or Sail No. _____

Trailer Mfg. & Model _____ Year _____

Home Port _____ Is Boat Dry Sailed or Moored? _____

Describe losses past 3 Years _____

Date of Birth _____ Social Security No. _____

Skipper's Experience _____ Previous Ins. Co. _____

Is Boat age over 10 Years? _____ If yes, send detailed information on condition, betterments, etc. and photos.

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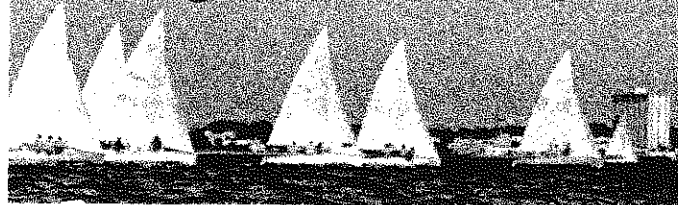
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Regatta Schedule



June 21-22—Wisconsin Cup Regatta, Delevan Lake Yacht Club, Delevan, WI, Contact Roger Sekera, 614 Westgate Rd., Deerfield, Ill., Phone 312/945-9115. Home, 312/641-2977, Business.

June 21-22—North Carolina Governor's Cup Regatta, Kerr Lake, Carolina Sailing Club.

June 21-22—Gulf District Championships, Fleet 55, Buccaneer Yacht Club, Mobile, AL (Contact Bill Davis, P.O. Box 463, Mobile, AL, phone 205-342-0401).

June 26-27—Norfolk Naval Sailing Association—Regatta.

July 12-13—Oriental Sailing Social, Oriental, NC, Carolina Sailing Club.

July 12-13—Annual Clear Lake Regatta, Clear Lake Yacht Club, Fremont, Indiana (Contact Tom Eckrich, Regatta Chairman, 2615 Abbey Dr., Ft. Wayne, Indiana 46815 219-485-7505).

July 12-13—Great Scot Regatta, Edgewater Yacht Club, Cleveland, OH (Contact Ted Mahoney, 2655 South Belvoir, University Heights, OH 44118).

July 19-20—Midwestern District Championships, Lake Winnebago, Neenah Nodaway Yacht Club, Neenah, WI. (Contact John Anderla, 118 Lynn Drive, Appleton, WI 54911, Phone 414-739-0264).

July 19-20—Deep Creek Invitational, Deep Creek Lake, MD. (Contact Willie Rissell, Cumberland, MD.).

July 25-27—Northeast District Championship, Sandy Bay Yacht Club, Rockport, Massachusetts (Contact Charles Byers, 617-528-5776).

July 26—North American Junior Championships, Pensacola Yacht Club. Also begin registration, measurement for NAC.

July 26-27—Grand Ole Open, Percy Priest Yacht Club, Nashville, TN (Contact Doug Anderson, 4014 Coleridge Drive, Antioch, TN 37013; home phone 615/834-0005).

July 26-27—Prairie District Regatta, Fleet 59, Windycrest Sailing Club, Lake Keystone, Tulsa, Oklahoma. (Contact Peter M. Vogel, 212 E. 25th St., Tulsa, OK 74114, or phone 918-743-0871).

July 26-July 27—CNYIRA, Skaneateles Country Club, (Contact Cynthia Rea, Jamesville, NY).

July 28—North American Championships begin. Championships continue through Aug. 1, Pensacola Yacht Club.

August 9-10—Ephraim Yacht Club 75th Annual Regatta, Eagle Harbor on Green Bay. Flying Scot Fleet #44 (Contact Robert Davis, 608 Mountain Rd., Lake Bluff, Ill. 60044, 312-234-0578, Office: 312-234-3700. Summer: North Road, Ephraim, Wis. 54211. Phone 414-854-4484).

August 16-17—Fishing Bay Yacht Club Regatta, Deltaville.

August 16-17—Flying Scot Districts, Chautauqua Lake Yacht Club, Lakewood, NY (Contact Cynthia Rea, Jamesville, NY 315-445-0194).

August 30-31—Kentucky-Tennessee Flying Scot Championships, Port Oliver Yacht Club, Barren River Lake, KY. (Contact Jim Morrison, Rte. 1, Browning Road, Rockfield, KY 42274; home phone 502/842-9694.)

September 6-7—Wolverine Hot Scot Regatta, Clear Lake Yacht Club, Fremont, Indiana. (Contact Jim Horein, 7034 Melody Lane, Ft. Wayne, Ind. 46804, Home Phone 219/432-3209, Office 219/424-5421).

Sept. 6-7—Fleet One Regatta, Cowan Lake Sailing Association, Wilmington, OH. (Contact Sandy Eustis, 931 Paradome St., Cincinnati, OH 45202. Phone 513-579-0618).

Sept. 13-14—Massapoag Yacht Club Regatta, Sharon, Massachusetts (Contact Charles Byers, 617-528-5776).

Sept. 13-14—Glimmerglass Regatta, Otsego Sailing Club, Cooperstown, NY. (Contact Cynthia Rea, Jamesville NY).

September 27—Va. Sailing Assoc. Regatta, at King's Mill Yacht Club.

Sept. 27-28—Autumn Regatta, Skaneateles Sailing Club. (Contact Cynthia Rea, Jamesville, NY 315-445-0194).

October 4-5—VISA Yacht Club Centerboard Invitational Regatta, Smith Mountain Lake, Va. (Contact Alvah Bohannon, 109 River Road, Altavista, Va. 24517 804-369-6544).

October 4-5—Third Grand Annual Cave Run Regatta, Cave Run Lake, Morehead, KY (Contact Duncan Gardiner, 3569 Bold Bidder Drive, Lexington, KY 40502; home phone 606/272-1574).

October 11—Third Annual Last Chance Regatta, Swift Creek Reservoir, Richmond, VA (Contact Bill Giles, 9514 Beckham Drive, Richmond, VA 23235, Phone (Home) 804-272-4952, (Office) 804-266-7623.)

October 11-12—Oktoberfest Regatta, Percy Priest Yacht Club, Nashville, TN (Contact Doug Anderson, 4014 Coleridge Drive, Antioch, TN 37013; home phone 615/834-0005).



View of Pensacola Yacht Club harbor, docks and club house, site of 1980 North American Championship

— Junior NAC Registration Form —
Flying Scot North American Junior Championship 1980
July 26-27, 1980
Hosted by FSSA Fleet No. 87 & 28
at Pensacola Yacht Club, Pensacola, FL

Skipper _____ Date of Birth _____
 Crew _____ Date of Birth _____
 Crew _____ Date of Birth _____
 Skipper Address _____
 City _____ State _____ Zip _____
 Fleet No. _____ Hull No. _____
(Sail & hull # must be the same)
 Hull Color _____ Boat Name _____
 Spinnaker Color _____
 Registration Fee—None
 Trophies—1st five places
 Send entry form to:
Mrs. L.B. Pollak
115 Shoreline Drive
Gulf Breeze, FL 32561

Note: Skipper and crew must reach their 13th birthday but not their 18th birthday in 1980 to be eligible and must be FSSA members.
 Entry Deadline: 12:00 noon, July 26
 Note: We would appreciate an indication of entry in this event by mail. Also, if boat is to be sailed in N.A.C. it must be measured early Saturday a.m.—Be here early!

North American Championship Registration Form
Flying Scot North American Championship 1980
July 26 thru August 1, 1980
Hosted by FSSA Fleet No. 87 & 28
at Pensacola Yacht Club, Pensacola, FL.

Skipper _____ Crew _____
 Address _____
 City _____ State _____ Zip _____
 Fleet No. _____ Hull No. _____
(Sail & hull # must be same)
 Hull Color _____ Boat Name _____
 Spinnaker Color _____
 Registration Fee \$35.00 before July 1st—\$50.00 after July 1.
(Registration fee does not include room fee.)
 Please make your checks payable to 1980 Flying Scot N.A.C. Committee and mail to:
Lewis B. Pollak, P.O. Box 17209, Pensacola, FL 32522
 Note: Flying Scot to be registered with FSSA and 1980 dues paid prior to July 1, 1980.
 If you wish to reserve a campsite, please indicate **tent** or **vehicle**.
(Circle One)
 Indicate FSSA-NAC participation in reservation request.
 Please advise us of your approximate expected arrival time:
 Date _____ a.m. _____ p.m. _____
 Number in your party _____

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