

# Scots 'n Water

OFFICIAL PUBLICATION OF THE FLYING SCOT® SAILING ASSOCIATION

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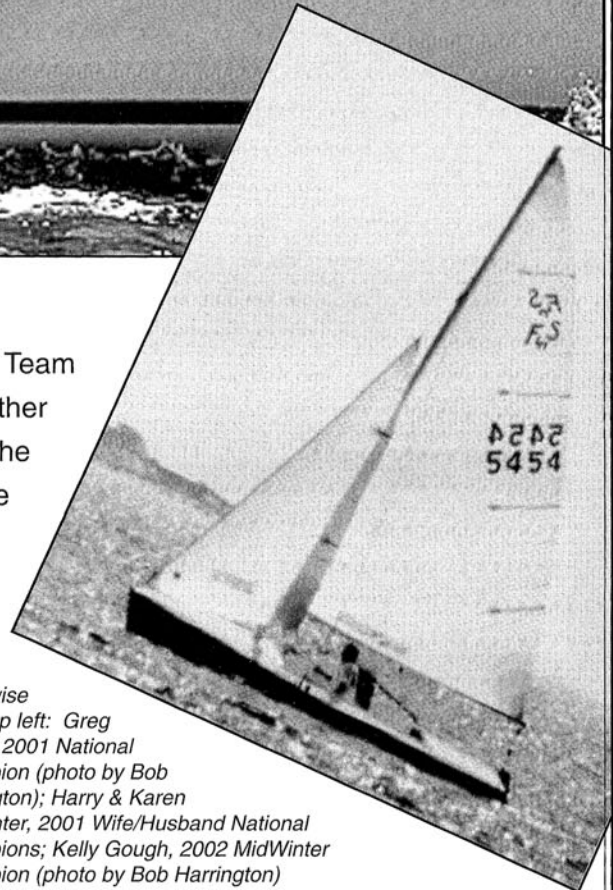
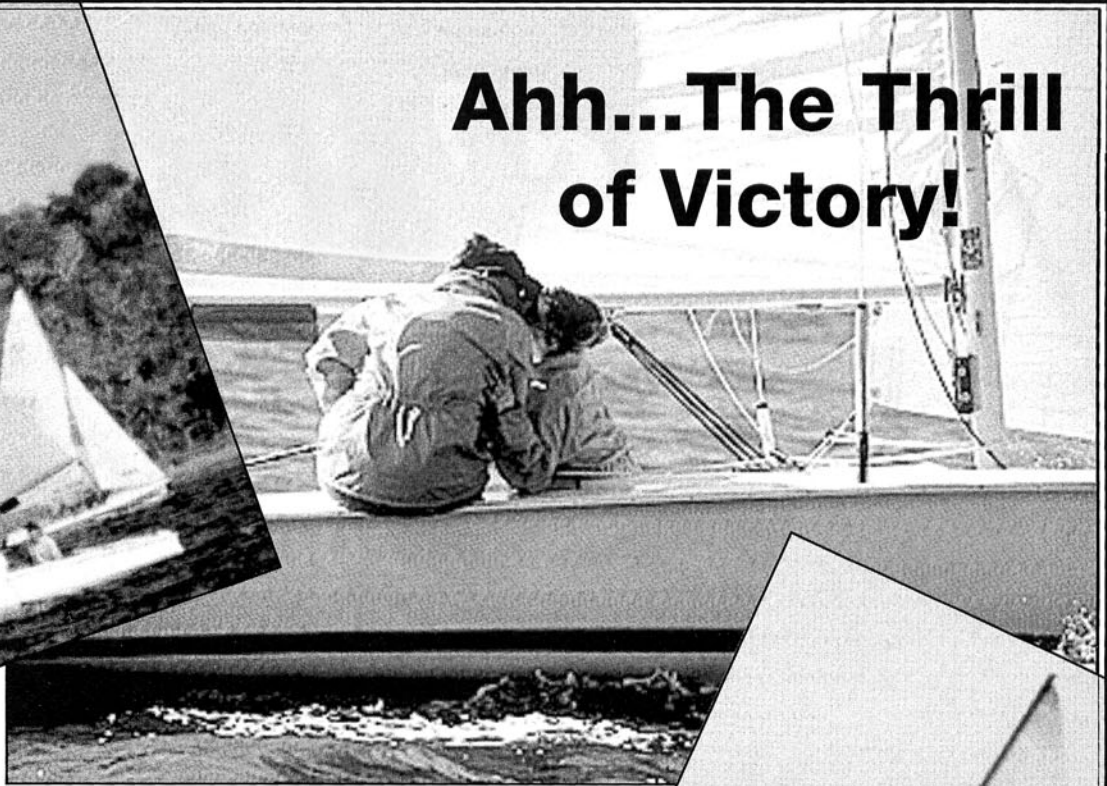
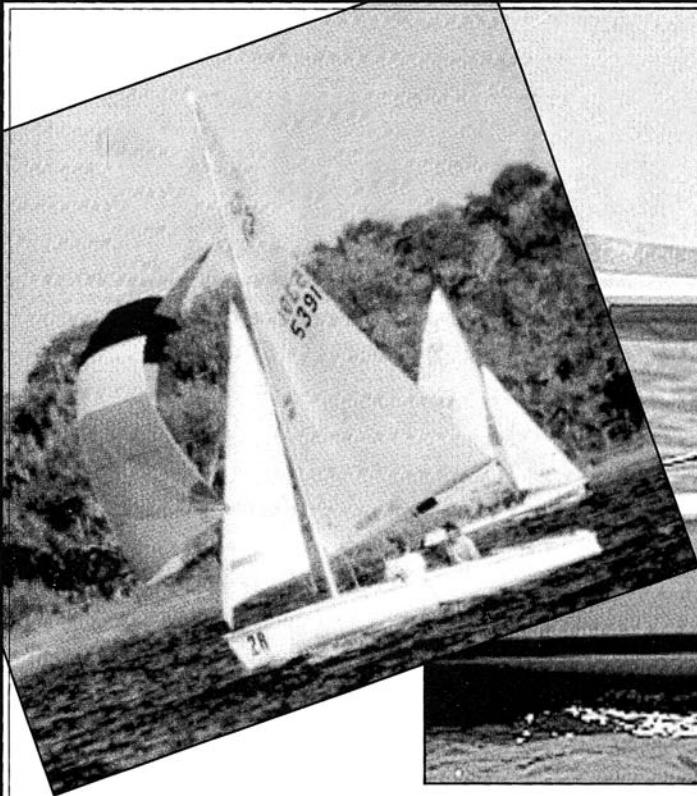
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*Before...*



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Fisher, 2001 National  
Champion (photo by Bob  
Harrington); Harry & Karen  
Carpenter, 2001 Wife/Husband National  
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The FSSA Flying Scot Website is online.  
Visit it at <http://www.fssa.com> with your favorite browser.  
The Email address for regatta notices and regatta results to be published in *Scots 'n Water* is info@fssa.com. Updates on the web pages will occur between the first and fifteenth of the month. Visit the site frequently!

Please save all articles submitted for publication in the ASCII Text Format

## Scots 'n Water

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# From the President

by Jim Harris, FS 5430

Time for all of us Northerners to dig out and begin a new sailing season. I hope most of us did not have to dig out to the extent that Harry Carpenter and Flying Scot, Inc. did. Larry Taggart's description in the last issue was interesting. How was the skiing?

That issue of *Scots'n Water* was the first by our new editor Kay Summerfield. It looks great. Some other highlights I found interesting were:

- \* Larry's Lagniappe article described three very helpful ideas for our Scots
- \* Dave Jacobsen's article about the demise of Fleet 177 provides some helpful suggestions for maintaining and building a fleet. It is important to have everyone involved, especially recreational sailors, and to have year-round activities.

The Fleet of the Year nominations are due soon and I hope all fleet captains will participate, not only to compete but also to share ideas. Bill Ross is committed (right, Bill!) to publish the ideas in a future Scots 'n Water. (See page 6)

For those of us who enjoy racing, let's surprise NAC regatta chair Don Smith with a record turnout. Lake Norman is a great venue and the club has fine knowledgeable people to make our

week enjoyable. Beginning sailors should try the NAC for at least three reasons:

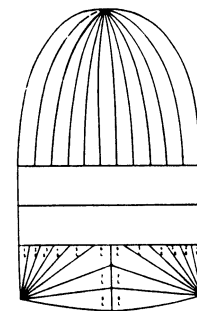
1. The NAC attracts sailors with a wide variety of experience.
2. A week of sailing will improve your skills and enjoyment of the sport.
3. You will meet members of the Scot family and have a wonderful time.

Lake Maumelle, the host club for the Wife-Husband, is also an ideal venue for this weekend regatta. Having sailed there, I can attest to the picturesque lake, fine facilities and great people.

Thanks to the many people and most of all to Courtney Cantrell of Eubanks and Associates for their role in stopping our FSSA membership decline. I hope with all your help, especially from Courtney and Charlie Fowler, our new membership chair, we can begin to build the organization.

The annual membership meeting at the NAC's is important because we will vote on several changes to the Constitution and By-Laws. Your fleet captain should attend either in person or by proxy.

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# From the Editor

by Kay Summerfield, FS 4736



I would like to thank Lynne "Sunshine" Hartman for her 13 years of hard work as Editor of *Scots'n Water*. Her feat is even more remarkable since Sunshine said she accepted the position as a "temporary" one.

I have enjoyed reading about the Flying Scot Association in the magazine for many years. I have especially enjoyed reading the articles from our sailors. I was my husband's crew when he first purchased his Flying Scot 15 years ago. The articles were very informative. I learned how to trim the sails and to use the spinnaker pole correctly.

## Here are some comments from Sunshine's friends:

The nicest thing Sunshine ever did for me, aside from accepting materials after the deadline, was to award me her trophy for being the most helpful contributor to the Scots and Water. Outside of that, I can't remember much else about our Sunshine, but maybe that's because of all those kamikazes. :-)

*Charlie Fowler*

When I think of Sunshine, I think of warm fuzzies! (Now isn't that a typical female thing?). She has always been such a tremendous help and an encouragement to me, especially as a new District Governor. What I truly think of is her wonderful smile and her calm demeanor. It was a real pleasure to work with her. Wonderful memories are of her gracious hostessing at the amazing Glow In The Dark regattas.

*Barbara Griffin, Ohio District Governor*

Having worked (and played) with Sunshine since before I was class president, there are three things relating to her that seem to always come to mind when I think of her.

- The first is that her name seems to always represent her mood - full of

Sunshine. Whether a tough day on the water, problems with Scots 'n Water, or a Hartman Hilton breakdown, there always seemed to be a smile - there never seems to be a cross word from her!

- The second is Sunshine and Jerry's wedding celebration held in conjunction with the Glow in the Dark regatta. If my memory serves me right, there were over fifty participants that year, many of whom had come for the wedding. The reception was at their house, and I remember the pool and yard were like a Florida beach - sand, beach umbrellas and all!

- And lastly (although she must share this with Jerry in a "past" life) is Kamikazes!

Thank you for your hours of service and dedication to the FSSA over the years!

*Larry Taggart*



My relationship, unlike most, with Sunshine, is that of neighbor as well as fellow sailor. We live just down the street and around the corner from Sunshine's winter residence in Milton, Florida. Even as close as we are, we go our separate ways most of the time, however when we do get together it is usually under party circumstances. Sunshine has a house full of guests, family or sailing, and includes Bernie and me. Swimming in the pool and memories of sailboat races long past preceded bountiful dinners. She and Jerry are most generous with the food and drinks and everyone has a great time. After a pause to let the meal settle, out come the darts. Sunshine and I have been partners several times with unexpected

good results. There is a magic to the accuracy of our shots when we are a team.

Since my great passion is gardening, I am always in awe at the success the Hartmen's have in their yard. They have planted roses, palms, azaleas, and jasmine vines that take over the property. Nature tends to its own especially when Jerry isn't applying roundup to the roses. It has been some time since I sailed with Sunshine, but the most memorable time was in Texas during the Wife/Husband, when the big storm blew through White Rock Lake and most of the fleet was blown over. Jerry returned to the dock with only the wench crank in his pocket. He ceremoniously presented the winch crank to Richard Wade, the owner of the boat, and said, "Thanks for the use of your boat, it's out there somewhere." What a scary time and how fortunate that no one was injured! Now we can laugh about the event.

I hope that there will be many more happy memories shared with Sunshine and I wish her well in her future ventures.

*Barbara Knight*

While at the Midwinter's I met with President Jim Harris and Nancy Cooper of our management staff. We have determined that our main goals for publishing the magazine are:

1. To Provide our sailors with quality information
2. To increase membership in our association and
3. To promote the enjoyment of sailing

I am very honored to have been asked to be the new Scot N' Water editor. Of course the success of your magazine depends on receiving articles about racing and cruising/day sailing from our members. If any of you are budding writers I would like to hear from you. Keep the articles and pictures coming. I feel that exciting times are ahead!

# Fleet of the Year Competition

## Score Sheet

Date: \_\_\_\_\_  
FLEET NO.: \_\_\_\_\_ LOCATION: \_\_\_\_\_  
YEAR: \_\_\_\_\_ / \_\_\_\_\_ DISTRICT: \_\_\_\_\_  
(Last NAC to Current NAC)\*  
Respectfully Submitted, Captain, Fleet # \_\_\_\_\_  
Address: \_\_\_\_\_

### Instructions for Fleet Captain:

Please submit the score sheet for your Fleet before July 1 so it can be scored properly. Fill in the blanks for each item. Place in the claimed

column the number of points you claim for your Fleet. The scorer will insert the number of points verified in the allowed column.

\* The time frame for the FLEET OF THE YEAR is made from the end of the last NAC to the end of registration at the current NAC. Any points to be awarded for activity from the first of July to the end of current NAC registration must be anticipated on the score sheet postmarked before July 1.

# A Regional Championship must be officially sanctioned by the FSSA.

MAIL TO: Bill Ross, 178 Woodstream Road, Mooresville, NC 28117

- Age of Fleet: (Fleet Chartered \_\_\_\_\_).  
One point per year (Max 3 points).  
Claimed: \_\_\_\_\_ Allowed: \_\_\_\_\_
- Size of Fleet: (No. of members \_\_\_\_\_)  
Large fleets provide the backbone of FSSA.  
One (1) point for each five members (Max 8 points).  
Claimed: \_\_\_\_\_ Allowed: \_\_\_\_\_
- Growth of Fleet. (Last year \_\_\_\_\_ members, this year \_\_\_\_\_ members)  
One point for each new member (Max 8 points)  
Claimed: \_\_\_\_\_ Allowed: \_\_\_\_\_
- Fleet Sponsorship of Local Races. The existence of a local race program. Planned program, 10 races or more, 10 points.  
Number of scheduled races this year \_\_\_\_\_  
Claimed: \_\_\_\_\_ Allowed: \_\_\_\_\_
- Participation in Local Races. (Max 8 points)  
One point of each 5 boats sailing in half of local races.  
Number of members who sailed in half of local races this year to date \_\_\_\_\_.  
Claimed: \_\_\_\_\_ Allowed: \_\_\_\_\_
- Is Flying Scot used in Junior Program? Yes = 5 points  
Claimed: \_\_\_\_\_ Allowed: \_\_\_\_\_
- Hosting Regattas. (Max 20 points)  
NAC = 20 points; Mid Winters = 15 points;  
District/Regional #/Wife-Husband/Canadian Nat'l = 10 points  
Regattas hosted (Advertised in SnW) = 7 points  
Claimed: \_\_\_\_\_ Allowed: \_\_\_\_\_
- Participation in latest NAC. (Max 10 points)  
(Host Fleet excluded from scoring). One point per participant. Number of members participating in last year's NAC \_\_\_\_\_.  
Claimed: \_\_\_\_\_ Allowed: \_\_\_\_\_
- Continued Representation in NAC.  
Fleet represented in all of last 5 NACs = 7 points  
4 out of 5 latest NACs = 5 points  
3 out of 5 latest NACs = 3 points  
2 out of 3 latest NACs = 3 points  
1 out of 2 latest NACs = 1 point  
(Claim only one of the above conditions)  
Claimed: \_\_\_\_\_ Allowed: \_\_\_\_\_
- Participation in District/Regional #/Wife-Husband/Canadian Nat'l Championship. (Max 10 points)  
(Host Fleet excluded from scoring). One point per participant.  
No. of members participating in each of above Championships  
Claimed: \_\_\_\_\_ Allowed: \_\_\_\_\_
- Participation in Other SnW advertised Regattas.  
(Host fleet excluded) Max 10 points  
One point/boat/regatta (Max 3 points per regatta)  
Name of regatta \_\_\_\_\_ No. of boats \_\_\_\_\_  
Name of regatta \_\_\_\_\_ No. of boats \_\_\_\_\_  
Claimed: \_\_\_\_\_ Allowed: \_\_\_\_\_
- Fleet Publicity (Attach copies). (Max 12 points)  
Fleet Report to Scots n'Water 1 point  
Article(s) used in SnW 3 points  
Local Newspaper Articles 1 point  
Claimed: \_\_\_\_\_ Allowed: \_\_\_\_\_
- Support of National Effort of FSSA. (Max 5 points)  
Sponsoring or providing boats for Mallory Cup, Adams Cup, Sears Cup, Special Olympics, etc. (No NAC or Districts scored). Two points each event sponsored, plus one point for each 5 Scots provided.  
Claimed: \_\_\_\_\_ Allowed: \_\_\_\_\_
- Percentage of Local Scots who belong to FSSA.  
Number of local Scots \_\_\_\_\_ Members of FSSA \_\_\_\_\_  
100% = 10 points; 90% = 3 points; 80% = 1 point  
Claimed: \_\_\_\_\_ Allowed: \_\_\_\_\_
- Participation in FSSA.  
3 points for President or Commodore  
2 points for 1st or 2nd Vice President  
1 point for other Officers (or) District Governors.  
Claimed: \_\_\_\_\_ Allowed: \_\_\_\_\_
- Creative Ideas Used to Develop Fleet Membership. (Max 25 points)  
(Parties, Cruises, etc.) Submit claim. (Max 5 points/idea carried out).  
Claimed: \_\_\_\_\_ Allowed: \_\_\_\_\_
- Special Awards. Submit claim for Special Award for other factors not given consideration in the foregoing paragraphs (Max 10 points)  
Claimed: \_\_\_\_\_ Allowed: \_\_\_\_\_

# Then and Now, Fleet 20

## Portage Yacht Club • Pinckney, MI

by Michael Ehnis, FS 4593 and  
Contributions by Ib Bentzen-Bilkvist, FS 1687

When asked by our District Governor Forest Rogers to contribute to our districts issue of *Scots'n Water*, I first thought, "What will I write?" This was promptly followed by the thought "I sure wish I would have paid more attention in my English classes when I was younger." I'm certain there are a few others of you who have said and thought the same thing.

Only being around our fleet for the past 14 years I certainly didn't consider myself an authority on its history. But after thinking it over I decided that this would be a fun challenge and an opportunity to learn more about past traditions and our clubs and fleets' heritage. I feel it's important to know something about your past and the people who have contributed to your fleets' success. Without them, we would not enjoy our sport and summers as we do each and every year.

To get the information I need I was promptly directed to talk with Ib Bentzen-Bilkvist a long standing member, past commodore and all around fleet character. To give you an idea of what I mean by that last reference one only need to take a look at the name of his boat "turtle" to understand what mischief he can get himself into. I thank Ib for the hours of research and materials he provided so that I could do this article.

### The Beginnings

In the summer of 1953 Tom Lott contacted a handful of boat owners around Portage Lake with the suggestion that they organize some racing. This was the birth of the Huron-Portage Yacht Club or HPYC named after both the Lake and the Huron River connected to it. That first year consisted of 5 wooded Snipes and a few races in late July. Everyone involved lived on the lake.

Most of the boats in the late fifties and early sixties were Snipes and Lightnings. Then in 1962 a Flying Scot fleet was chartered with three boats belonging to

Paul Ehman, Irv Wolf and Leon Merriman. These were "older" members and the fleet was referred to as the "rocking chair fleet". This was the beginning of fleet 20 on Portage Lake.

In 1963 Tom Ehman Sr. and Jack Bartlett formed a company called "T-J Sales" (known today as Midwest Sailing) since they were unable to purchase the rigging and fittings they needed. Needless to say the company outgrew their garages and eventually became a thriving business, which would prove beneficial to fleet 20 and the club.

In 1966 Tom Ehman Sr. purchased the Newport Beach Club and the HPYC's operations (a separate entity) were moved to NBC. This move allowed for non-lake residents to get a membership and mooring and to participate in the racing. At or about the same time T-J Sales started selling new Customflex Flying Scots. This combined with the NBC moorings set the direction and success of the fleet that still exists today.

The 1970's proved to be the most successful decade for fleet 20 on the racecourse. In '73, '74 and '76 Tom Ehman Jr. won the North Americans. He and the staff at T-J Sales developed and implemented rigging systems to make it easier for a crew of two. Many of these systems including through the deck spinnaker sheeting are standard on many boats today. His success helped create the competitive spirit that drives our fleet presently.

The biggest change to our club came in 1994. That is when the old Newport Beach Club was raised and a new clubhouse was built. The new facility raised questions as to the usefulness of having two different organizations HPYC and NBC. In 1995 the structure of yacht racing was completely changed in that HPYC became a "supervising" yacht club consisting only of a Board of Governors and the HPYC bank accounts. The actual operating yacht club became Portage Yacht Club (PYC), the former Newport Beach Club with a new name. The yacht-racing

program was now the sole responsibility of an appointed Race Committee. All of this has been helpful in building our fleet.

### Contributions to the Class

Over the years, Fleet 20 and Portage Yacht Club have helped contribute to the Flying Scot classes' success. In 1978 fleet 20 hosted the Nationals at Charlevoix Yacht Club in Northern Michigan organized by HPYC Commodore and National chair Tom Ehman Jr. and club Vice Commodore Robert Welty. Ib remembers of this event "It was at that time the best attended Scot nationals with close to 90 yachts racing. The designer of the Flying Scot Sandy Douglas also attended."

Ib goes on to say, "It was a very windy week, and the HPYC yacht was tied up at pier close to the Irish Boatyard. This pier got the name "Panic Pier" because of our lack of experience docking at a pier. During one of the races a thunder front moved in from Lake Michigan with wind gust up to 60 mph. Many of the Scots capsized and some lost their floatation. This was the cause of the design change for holding the floatation in place which exists today."

The success of hosting the 1978 Nationals permitted the club to once again host the North Americans in 1984 in Hamilton, Ontario at the Royal Hamilton Yacht Club (RHYC). Ib's brother, who was a member of the RHYC, sponsored the club so it could hold the event. It was the first North Americans outside of the USA. RHYC had just replaced its classic clubhouse built in the 1920's with a modern building. Ib noted, "It was first class racing with first class race management chaired by Tom Ehman Sr."

Of course as with most any event, there is always one memorable thing and this Nationals wasn't any different. It just so happens that it occurred well before the regatta itself. Ib recalls "For our first planning meeting with the RHYC I got one

*Continued on page 8*

*Continued from page 7*

of my brilliant idea's that we should rent rooms in a motel close to RHYC for our overnight stay with the thought, that we could rent all the rooms for the National's and make it 'the hotel' for the event."

This seemed like a great idea, however Ib recalls, "upon checking in that night we found the motel to be in disrepair, being used by the Canadian Government to house displaced persons. Even more surprising was that they charged rooms by the hour! It did not take many minutes after we arrived at our rooms that I got calls from irate committee members that we should get out of here. We checked into the downtown Holiday Inn and that became the hotel the sailors stayed in for the regatta"

As Ib would discover this was only the first hurdle to pulling off the nationals as a few weeks after the committee's first meeting, the RHYC went bankrupt due to cost over-runs in the construction of the new clubhouse. This sent everyone looking for an alternate location on Hamilton Bay. Fortunately for Ib, his brother and some other member in the RHYC bailed out the club allowing HPYC and fleet 20 to host the Nationals.

In 1985 fleet 20 and HPYC donated a traveling trophy to the FSSA for the top sailing female skipper at the Nationals. Paul Maassen #4112 made this attractive trophy as has others for our fleet.

In 1994 fleet 20 helped contribute to the success of the Nationals at North Cape Yacht Club in La Salle Michigan. Many club members took the time to help with measuring sails, boats and equipment to make that regatta successful.

## **Fleet 20 Today**

Portage Yacht Club has a very active race program with many loyal sailors especially in the Scot fleet. We race twice a week; once on Thursday evening and twice on Saturday afternoons from early May to mid-September. Our most popular day is Thursday as we typically draw 15 or so Scots on the starting line. Afterwards, most of us stick around and have dinner at the club regaling in our adventures from the evening.

PYC provides a wonderful venue for sailing. Being situated on the south shore of Portage Lake makes it easy to get to and from the marina with the varying wind patterns. Each member's boat is stored on lift in the water. Just a quick

crank of the wheel and you are ready to set sail. Before setting sail skippers can take a stroll up to the 2nd story deck for a view the wind patterns on the lake. The lake itself has a nice sandy bottom and once away from the shoreline there is plenty of depth and open space to enjoy ones sail.

One of the conveniences of being a part of PYC is having Midwest Sailing on the premises. Fleet and club members have access to new and used boats, parts and service. Many skippers hirer the service personnel to get their boat ready and launched for the season as well as putting their boats to bed for the winter season. A large storage area allows members to store their boats during the off-season.

Like many fleets, we have had natural attrition over the past few years. After lots of brainstorming it was decided during the 2002 season the club would institute a new "Learn to Race" program that was carried out over 6 consecutive Sundays from mid-June through July. Fleet 20 was very involved in making this program a success.

Our plan was to invite club members with or without boats to have some short races with experienced skippers and crews. Even experienced skippers joined in to get additional practice starts. Afterwards we would gather in the park for refreshments, share our knowledge, provide feedback and answer any questions that arose while racing. This provided the perfect atmosphere to form solid friendships As a result of our efforts three new sailors joined the fleet. For the 2003 season we plan to once again offer the same program.

A good fleet would not be complete without a fun social calendar. Fleet 20 starts the season in March with an annual meeting at Jack White's (#3854) house on the lake. It's a great evening as we renew acquaintances, share old stories and plan our activities for the coming season. Everyone brings a dish to pass but the highlight of the evening is Jack's homemade clam chowder. Being the old east coaster that he is, Jack's recipe is truly delightful.

During the summer the fleet arranges two parties. The first in mid-June, a Scotch tasting party, is held at the conclusion of the last race on that Saturday. Each sailor brings a sample along of his or her favorite drink and party snacks.

The second and most anticipated party is the progressive dinner. All fleets at the

club are invited as we go to different member's homes around the lake via pontoon boat. The evening starts with appetizers in the park at the club. Once everyone has arrived we boat board the boats and off we go for salads at our first stop (whose home rotates every season).

The next stop is main course, which is always served at Jack Whites home. There is plenty of food for everyone as fleet members cook up grilled chicken and shrimp while eating plenty of side dishes including corn on the cob, rolls and other veggies.

The evening continues with a sunset cruise and then a stop for low calorie desserts. It seems everyone finds just a little more "room" for their favorite sweets. Talk about food hangovers!

Our season concludes with our annual fall regatta the Hot-To-Trot in September and then the annual awards recognition evening in early November. This is usually a fairly dressy affair where we honor all the top sailors in the club. It is always a shock to see your fellow sailors in something other than a T-Shirt and shorts. Some of them clean up amazingly well.

As we look to the future, we as a fleet and club continue to look for ways to maintain and grow our base just as every club in the association. Long time member Ib Bentzen-Bilkvist noted when helping research this article that years ago there was so many more skippers and social activities. The past few years have left us few noteworthy events. He observes, "The culture has changed. It seems people are too occupied with computers, home entertainment devices, and making money to pay for larger cars and homes, leaving no time for volunteer work."

Certainly there are obstacles to growing our fleet but we feel that we are on our way to increasing participation. We have a very good mix of experienced and new sailors making it attractive to new comers no matter what their skill level. In the past year we have added 7 new boats all of which have sailing experience but now are interested in trying racing. We are seeing an increase in junior participation in the club, which we hope to tap by having them participate with club boats.

Being this the 50th year PYC and 41st sailing Scots, we feel fortunate to have the program we do. All of us hope to continue its success so that 50 years from now someone like me can submit an article to this publication reminiscing about the past and the present.



# The Hot to Trot Regatta

by Michael Ehnis, FS 4593

One of the traditions of the Portage Yacht Club is our annual September regatta open to any Flying Scot sailors, the Hot-to-Trot. As you might imagine, the name usually raises a few eyebrows and some interesting stares from people not familiar with our regatta. No, the race is not promoted as event to find your soul mate. It is, however, a competitive and social event that the club looks forward to sponsoring each and every year.

In an effort to write this article I became very curious as to the early days of the regatta. For this side of the story I was directed to speak with former club member and 1973, 1974, and 1976 North American Scot Champion Tom Ehman Jr. as well as long time club member and current Scot sailor Ib Bentzen-Bilkvist #1687.

Originally, this regatta had a different name and a different venue. Fleet #29 out of Muncie Indiana held this regatta each year with the name "Hot Scot" starting in the late 1960's or early 70's at Prairie Creek Reservoir. It was very similar to Portage Lake — flat water, generally light and shifty. Tom fondly remembers "It was THE Midwestern end-of-summer Scot regatta, normally run the weekend after Labor Day. Fleet 20 used to attend in large numbers — they would meet at the Club Friday afternoon and caravan down 94 to 69 and arrive in Muncie five hours later and check into the Holiday Inn and have a late dinner and hotel-room party. 10 or more boats from our fleet often made the trip. It is believed the record was 13.

Early September in southern Indiana normally provided a beautiful warm, dry Indian Summer weekend — medium air, sunny and clear as a bell. Three races Saturday and two Sunday. Saturday night was usually the Miss America pageant on

TV, and fleet members would gather after dinner in one of the hotel rooms and have a bit of a party watching it and trying to predict who would win

Tom recalled a few of the sailors of that day including Creston "Creck" Stewart who was a fine older gentleman and terrific sailor from, I think, Muncie or one of the other Indiana or Illinois fleets but I'm not sure. He won the first regatta and I think we won the next four or five in a row. Also Ted and Florence Glass were regulars, as were most of the other Midwestern Scot stalwarts of that era."

Sailors competed for the coveted "Cochran Memorial trophy" a traveling trophy that was a half-model of a Scot. Unfortunately it disappeared in the 1980's but was eventually replaced by fleet member Paul Maassen # 4112. Ib recalls "it was won several time by Tom Ehman Jr. Tom and his crew never failed to attend mass Sunday morning which lead former fleet member John Laird one year to quip that Tom's prayer was 'Hail Mary full of grace, help me win this @%\*@\$ @#\*&@ race' ".

From my personal experience one of the best parts of being a Scot sailor is attending regattas and the opportunity not only to sail in a different venue, but also meeting some new sailors and some old friends. Tom agreed saying "The Muncie folks were some of the nicest people in the Scot class. Their simple clubhouse and ample launching and dock space made for a good regatta venue for trailerables like the Scot. And we had the lake to ourselves. No motorboats to speak of, and no other classes racing at the same time. Top Scot sailors came from Cleveland, Columbus, the Illinois fleets, the Clear Lake fleet, and the other Michigan fleets (Detroit BC and DYC, Gull Lake and Crystal Lake). Every now and then Sandy Douglass himself, or later

Eric Amman, would come from Maryland."

At some point Fleet 20 began alternating as hosts with the Muncie fleet, as their numbers were dwindling by the late 70s Tom Recalls. Ib remembers at that time the name changing to the "Wolverine-Hoosier Hot Scot". Clear Lake Fleet #34(Ray, IN) also had a Scot regatta but it was in late July or early August. At some point both Tom and Ib remember that they may have taken a turn at hosting a Hot Scot.

While the PYC Scot fleet was participating in its fall regatta, the clubs other multi-handed fleet the Interlake had an interest in having a fall regatta so in September of 1975 the first annual "Turkey Trot" was established. Eventually the Muncie fleet evaporated so the Hot Scot was permanently moved Portage. What is debatable is the year that both were combined. The Interlake historian says 1981 and some of our own records say 1987. Regardless as to which is actually accurate, with participation declining at both regattas, it was decided by the Board of Governors of the club to combine them both into one weekend to strengthen the social portion of the event. One word from each regatta was taken to give it its current name "The Hot-to-Trot.

Having myself participated in this event for over 13 years, I have a few memories that really stand out. Like the year when Ib #1687 and his crew got caught up looking at the course board in a good breeze. What a sight seeing not one, not two but three people all trying to remember the course with their head turned away from the bow of the boat as they did a perfect T-Bone on a fellow Scot sailor.

*Continued on page 10*

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My one and only time of tipping over in a Scot came at this event in 1996. This was by far the coldest regatta I have participated in. Who could imagine it being in the low 40's with wind chills in the 30's for a mid-September regatta (no Indian summer that year). The wind was steady at about 20 mph. With so much air many participants felt more comfortable adding crew to their boat. I was asked by Neil O'Brien to crew with him and Marci Israel on Scot #3016.

Mid-way through the second race with all three of us on the rail in a light rain and a puff of air hit us. I was sitting in the middle and turned to our Skipper Neil to feed him some information regarding other boats position when I noticed he wasn't there! He had fallen out of the boat and as luck would have it he took the mainsheet with him. When the boat hit the water I quickly scrambled over the top and got on the centerboard to prevent the boat from turtling. Neil swam back and we both put our weight on the board and got the boat back up while Marci stayed inside. It took longer to get back in the boat than it did to right it with all our foul weather gear.

The social portion of the Hot to Trot is what makes this regatta fun. My fondest memory was the 2001 regatta. It was held right after the tragic events of September 11. In what can be best characterized as the "where's the wind" event, one race was attempted early Saturday afternoon which turned out to a crash-ship at best. The last upwind mark proved to be very entertaining as approximately 20 skippers held their collective breath in a bumper car environment hoping to avoid contact and a penalty, which certainly would put you back at the fleet. Somehow everyone came clean. Everyone was certainly delighted to get it over and move onto the social activities.

Organized by and Flying Scot fleet captain Marilyn Poulter #4336 and Interlake fleet captain Tyler Cathy the theme for the afternoon/evening was "South of the Border". There were many fun activities, which started with several sailors taking a whack at the piData. Most of us concluded that more wind was generated from this one event than what Mother Nature provided for the entire weekend.

Next up was the infamous "leg Identification" contest. Smiles abounded as several men took off their shoes and

socks to have their blindfolded spouse/significant other identify their legs and feet from a line-up. There certainly was pressure to choose the right person. Maybe more so than a congested starting line or mark rounding. As is turned out the ladies were perfect in picking out their guy. An embarrassing situation averted!

The last event of the afternoon was learning a few south of the border dance maneuvers with instructors and Interlake sailors Joe and Michele Smyk. Regatta participants gracefully performed the Macarena and many other moves as club diners and a private wedding party looked on. Who said that sailors couldn't dance? All told the regatta provided a nice distraction from the events of September 11th.

The Hot-to-Trot has provided so many good memories with so many more to come. This year's regatta will be held the weekend of September 27th and 28th. Fleet 20 invites all Scot sailors to attend for this fun-filled weekend. Defending champion and Michigan-Ontario District Governor Forest Rogers will try to make it five consecutive titles. We all look forward to competitive racing and social fun. See you there!

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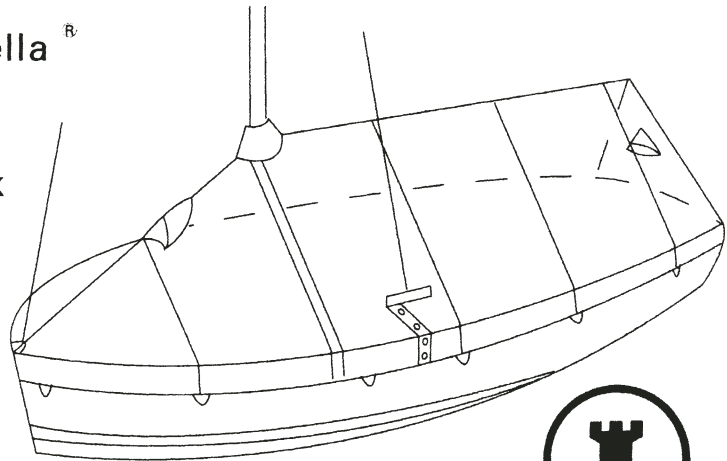
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# Crescent Sail Yacht Club to Host Michigan/Ontario Districts

by Tim Blachut, FS 2526

The purpose of this article is to tell you about the Crescent Sail Yacht Club in Grosse Pointe Farms, Michigan. Crescent is hosting the Michigan/Ontario Districts on July 12 & 13 this year. But before I tell you about that, I want to tell you a little story.

On a business trip a few years back, I was on a shuttle bus next to a man who said that he lived near Buffalo and regularly sailed on Lake Ontario. I told him that I was a Great Lakes sailor myself. "Which lake?" he asked. "Lake St. Clair," I replied. "Never heard of it," he said, "it must be some inland lake." "All the Great Lakes are inland lakes;" I answered, "but Lake St. Clair actually is a part of the Great Lakes chain. It's just not well known outside of the Detroit/Windsor area. Which is a shame because it has a lot of very unique characteristics."

He seemed intrigued, so I continued. If you look at a chart of the Great Lakes you'll see that Lake Huron, at its southern end, empties into the St. Clair River. Forty miles later the St. Clair River, flowing south, empties into Lake St. Clair. Look carefully at the chart and you'll see that Lake St. Clair is a heart shaped lake that looks relatively small compared to the other Great Lakes behemoths. But at 430 square miles, it is larger than all but a handful of North American lakes. Continuing on, Lake St. Clair empties into the Detroit River, which first flows west and then south for 36 miles as it journeys to Lake Erie.

Technically speaking, the St. Clair River and the Detroit River are not actually rivers at all; they are straits. The definition of a strait is a narrow body of water that connects two larger bodies of water. The St. Clair River connects Lake Huron to Lake St. Clair and the Detroit River connects Lake St. Clair to Lake Erie. In fact the name Detroit (in French it would

be pronounced something like "day - troy") actually means "place of the straits."

An international boundary cuts through Lake St. Clair dividing the United States from Canada. The U.S. shore of Lake St. Clair is one of the few places in America where one can look due south and see Canada. The international boundary isn't the only thing that cuts through the Lake. Because it is very shallow (average depth approximately 15 feet) a freighter channel had to be dredged across the entire



length of the Lake to accommodate Great Lakes shipping traffic. In fact, it's almost incorrect to call Lake St. Clair a lake at all. It's actually a shallow widening of the straits and here the uniquely blue water of the deep St. Clair river spills into Lake St. Clair, it forms one of the largest fresh water deltas in the world. The shallow edges of the Lake hold marshes that are an excellent habitat and breeding ground for a rich diversity of marine life and water fowl. Local fishermen, duck hunters, boaters, sailors and naturalists all have a special fondness and enthusiasm for Lake St. Clair.

When other sailors ask me what it's like to sail on Lake St. Clair, I often joke that

it is "urban sailing at its finest." In fact, the area surrounding Lake St. Clair, southeastern Michigan and southwestern Ontario, is inhabited by approximately 6 million people. Like many waterways in urban, industrial areas, the Detroit River was at one time, heavily polluted. The Clean Water Act adopted in the early 1970's began the momentous job of cleaning up these waterways. Joined by State, local and private initiatives (and cooperative treaties with Canada) the work continues, and today the transformation is truly remarkable. Although not pristine, Lake St. Clair and surrounding waterways are now much cleaner and steadily improving. There is even a movement afoot to have Congress declare Lake St. Clair the sixth Great Lake and thereby qualify for additional funding sources for the clean up efforts. Much of the source pollution has been or is in the process of being eliminated. Local water quality experts today fear that the greatest threat to the Lake may be the encroachment on wetlands due to over development along its shores. In addition to being a bio-diversity breeding grounds, the surrounding marshes and wetlands act as a natural water purification system.

Everyone knows that Detroit is the Motor City. In the early part of the 20th Century, it was home to over 100 automobile manufacturing companies. The auto industry was the high tech industry of its day and Detroit was the Silicon Valley of America. Thousands of people poured in from all over for the jobs and opportunities the industry offered. A building boom commenced and Detroit and its suburbs were soon spreading out in all directions. Between 1900 and 1950, Detroit's population grew from under 200,000 to over 1.8 million. By the

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1890's, the Grosse Pointe area northeast of Detroit and along the shores of Lake St. Clair, was already a popular summer retreat among the well-to-do looking for relief from the noise and congestion of the City. With the advent of the automobile, the commute from Detroit to Grosse Pointe was that much easier. By the 1920's Grosse Pointe was a year-round community. The newly acquired wealth of the auto barons found a place next to the older, monied families who originally inhabited Grosse Pointe. The auto magnates acquired large tracts of land and built magnificent mansions. Edsel Ford, Horace Dodge and Henry Joy, founder of the Packard Motor Company, all had large estates in Grosse Pointe. And being so close to such a lovely lake, why not keep a large yacht nearby? At the time of his death in 1922, Horace Dodge was building what was then the world's largest yacht. Mrs. Dodge took delivery and kept the famous Delphine

docked in front of their legendary estate, Rose Terrace, for most of the next fifty years. Henry Joy also kept his yacht docked in front of his estate. Eventually both of these estates were torn down and the land subdivided to make way for somewhat smaller and more practical homes. Henry Joy's former yacht mooring survives today, however, as the home of the Crescent Sail Yacht Club.

Grosse Pointe is actually five separate municipalities that share one of the nation's finest public school systems. The wealthiest community in the State of Michigan and one of the wealthiest in the country, the quality of life in the Grosse Pointe is considered second to none. In addition to many quaint and charming homes and tree-lined streets, Grosse Pointe enjoys an outstanding array of social, religious, cultural and recreational opportunities. Obviously the proximity to Lake St. Clair is a big factor in the recreational offerings.

Many people are familiar with Detroit's Renaissance Center. The five towers of

gleaming steel and glass in downtown Detroit along the banks of the Detroit River often remind me of the Emerald City from the Wizard of Oz. Today this towering edifice is the world headquarters of the General Motors Corporation. Driving east along Jefferson Avenue it takes about 15 minutes to reach the border between Detroit and Grosse Pointe. Upon entering Grosse Pointe, it takes another 5 or 10 minutes before Jefferson Avenue gives way to Lakeshore Drive. Up until this point we have been following the path of the Detroit River to Lake St. Clair, although we could rarely see it because the view is restricted by buildings and fences. Now the view to Lake St. Clair opens up. As one drives along, on one side there is a lovely and eclectic collection of mansions rivaling anything Beverly Hills or Newport, Rhode Island has to offer. On the other side is the breathtaking and ever-changing view of Lake St. Clair. On a clear, sunny day in July or August the sky is blue and the beautiful freshwater Lake sparkles.

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Especially on weekends, the Lake will be filled with a variety of pleasure boats which mingle with the freighters in their channel just a few hundred yards off shore. Many walkers, joggers, rollerbladers and bicyclists come to enjoy the scenery as well. Everywhere are lovely, mature trees and well-manicured gardens and lawns. Lakeshore Drive is framed by historic St. Paul's Catholic Church on one end and the Grosse Pointe Yacht Club at the other. This approximate two mile drive has been proclaimed as one of the most beautiful scenic routes in America.

A little further up the way, past the Grosse Pointe Yacht Club, the huge estate of Edsel and Eleanor Ford is one of the last and most spectacular of the old auto baron properties that still remains intact. Turned over to a charitable trust and endowed by a gift from the Fords, "The Ford House", as it is now called, is open year round. For a nominal fee it is well worth visiting if you're ever in the area. The main house is a somewhat jumbled Cotswold design intended to give the impression of an entire village rather than a single home. Almost the entire grounds are landscaped in an understated and elegant technique that blends beautifully with the surrounding waters.

So that's a little about our home waters and the history and character of the community that Crescent Sail Yacht Club is located in. Now let's visit the Club itself. Crescent is actually a small peninsula that juts out from Lakeshore Drive right into Lake St. Clair. As was mentioned earlier, it started life as the private yacht moorage of Henry Joy. Over time, more and more landfill was used and bottom land claimed. Eventually the grounds expanded to 6 acres and a 100 boat marina. On land there is room for another 120 boats on trailers, parking, and a nice, although somewhat rustic, meeting room and Clubhouse. The original boathouse, built in 1913, is still standing and in use by the Club. Crescent is a relatively small and inexpensive Club by Grosse Pointe standards. The 200 senior resident members take responsibility for most of the maintenance of the Club and the grounds. This has the dual purpose of fostering a sense of ownership among the members and keeping the cost low. Someone once described Crescent as a summer cottage owned by 200 people.

Crescent is a "sailors only" club. The Club has long had a junior's program and this year will teach about 60 or 70 young people between the ages of 8 and 14 the fine art of competitive sailing. Over the years Crescent's program has produced a number of sailing champions, as well as America's Cup sailors. Active racing fleets at Crescent include the Thistle, Lightening, Snipe, Cal 20, Nacra, Laser and of course, the Flying Scot. Among the larger fixed keel classes are the S2-7.9, Tartan 10, Express 27, Melges 24 and Ultimate 20. The Star fleet that sails on Lake St. Clair recently decided to make Crescent its new home.

New this year is an adult learn-to-sail program open to non-members. The response so far has been nothing short of amazing. Crescent was forced to cap the participation at 24 students and turn away another 30 or 40 disappointed applicants. The classes will be held in, what else, but the Club's fleet of Flying Scots. Classes will begin in May with three shore sessions. The students will then progress to the water, a maximum four to a boat under the watchful eye of a volunteer instructor culled from the ranks of the Club's membership. On-the-water classes will go for thirteen weeks in the evenings, from early June to the end of August. Following the sixteen week course, students will have the opportunity to take a written exam and then demonstrate their sailing proficiency to an instructor on the water. Those who satisfy the minimum skill requirements will earn their skipper's card.

When it comes to racing Scots at Crescent, sailors are doubly blessed. First, there is a small, but active Flying Scot fleet at Crescent, with Club racing every Wednesday evening and Sunday morning throughout the summer. But the double blessing comes from the fact that there are other active racers and fleets nearby. The largest and most active by far is Fleet #16 at the Detroit Yacht Club on Belle Isle in the Detroit River. Home to fourteen club-owned Flying Scots and an active racing, training and sailing program, DYC's Flying Scot activities encompass over 200 volunteers and students. The Detroit Yacht Club's Flying Scot Program has produced many fine sailors over the years, including several who have finished in the top ten in the

Flying Scot NACs. Other smaller, but similar programs are operated in the area by the Edison Boat Club, the Detroit Boat Club and a new but ambitious group known as the Sailing Singles. Together with Crescent, all of these Clubs have formed an organization known as the Interclub Flying Scot Sailing Association. The purpose of the Interclub is to coordinate Flying Scot racing activities by and between the Clubs. These generally take place on Saturdays, either under the management of the Interclub or the auspices of the Detroit Regional Yachting Association. There is no shortage of quality racing opportunities for Flying Scot sailors on Lake St. Clair.

The 2003 Michigan/Ontario Districts will take place at the Crescent Sail Yacht Club on Saturday, July 12 and Sunday, July 13. The plan calls for a skipper's meeting at 11:00 a.m. on Saturday followed by 3 races. Dinner on Saturday night will be at the Club shortly following the completion of the day's races. Sunday racing will commence following a 10:00 a.m. skipper's meeting and will consist of 2 races, unless we were unable to get in 3 the day before. Awards will immediately follow the completion of the day's racing. Crescent's galley will be open for breakfast and lunch on both days. The cost of the Regatta is \$35.00 and Saturday evening dinner is a separate fee of \$12.00. For more information or an application please contact Chris Bahash, Fleet #182 Captain, at (313) 885-8111 or Forest Rogers, Michigan/Ontario District Governor and Regatta Chairman at (734) 954-0814 or e-mail Forest at fs5230@aol.com. Applications and additional information can also be obtained from the Crescent Sail Yacht Club's website at [www.crescentsail.com](http://www.crescentsail.com).

Please consider joining us for this year's Michigan/Ontario Districts at the Crescent Sail Yacht Club. The weather is guaranteed to be spectacular. If you come, be sure to enjoy the scenic ride along Lakeshore Drive. And if you've got the time, visit the fabulous Ford House. Also keep in mind that Crescent's Fleet #182 has tentatively been given approval by the Flying Scot Sailing Association to host the Wife/Husband Regatta in 2004. At this point the details are still being finalized. Grosse Pointe is beautiful in the summer. Hope to see you there.

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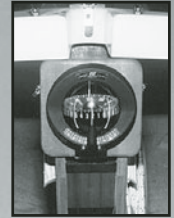


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Mooresville is "Race City USA." You will be sailing in front of the home of Rusty Wallace! Our theme is Racing, a little slower but just as intense!

You can visit the Racing Hall of Fame near the club, take a tour of the nearby race shops, and possibly meet one of the drivers in the local restaurants. Entertainment and fun will be centered around the NASCAR theme, so bring your outfits, hats, shirts etc. and join in on the fun as you try to beat the big guys on the race course!

Check out the Lake Norman Yacht Club Website: [www.lnyc.org/nac2003](http://www.lnyc.org/nac2003) for additional details! Look for local attractions, motels, family activities, and social events

## 1. Rules:

- a. The racing will be governed by the rules as defined by the current ISAF Racing Rules of Sailing, the Constitution, and By-laws of the Flying Scot® Sailing Association (FSSA). The event is Category A.
- b. RRS 61.1 will be changed by the Sailing Instructions, such that display of a protest flag shall be required.
- c. Some rule changes as noted below for the Junior and Women's Competition have been made to encourage more competition in those events on an experimental basis.

## 2. Eligibility:

### a. The National Championship:

- i. The North American Championships (NAC) are open to all Active, Life, or Family members of the FSSA whose dues, are paid prior to four (4) weeks before the close of registration.
- ii. Charters and Club Owned boats are subject to the requirements of the FSSA Constitution and By-laws.

b. Junior National Championship: A change has been made in the procedure to encourage greater participation in the Junior NAC by allowing Juniors who are not Active, Life, or Family members to sail in this event. This is contrary to the Constitution and By-laws. The Executive Committee plans to introduce a recommendation for a Constitutional Amendment creating a new Junior Membership category for future events at the July Annual Meeting 2003. This announcement is intended to bridge the gap between now and the Annual Meeting.

- i. In addition to Active, Life, and Family members, other non-member juniors shall be eligible to sail in this event; subject to Para. iii below. Changes Article IX Para. 2 & 7 of the Constitution and BII Para.6 By-laws.
- ii. FSSA dues may be paid at Registration. Changes Article B-II Para.6

- iii. An introductory FSSA membership fee for non-member juniors shall be \$20. This is a one-time provision only.
- iv. Skippers and crews shall not have reached age 18 in this calendar year, except that immediate family members may crew.
- v. Borrowed boats may be sailed provided the boat has a valid Measurement Certificate or has completed the measurement process prior to registration.
- vi. Five or more boats shall be entered for this championship to be held.

### c. Women's National Championship:

- i. In addition to Active, Life, and Family Members; Associate Members shall be eligible to sail in this event. Changes Article IX Para. 7 of the Constitution, and BII Para 6 By-Laws. Note: This is a change for the same purposes as shown in Para b above.
- ii. The skipper and all members of the crew shall be women.
- iii. Skipper shall be at least 18 years of age in this calendar year.
- iv. Boats may be chartered, and the 400-mile restriction for chartering boats is waived by the IRC.
- v. A club owned boat may be sailed by a member of the owning club, provided it has completed the measurement process prior to registration. It is not required that the owning club designate the skipper as the Active Member for this event. However, she must meet requirements of Para. (c i ). This modifies Article BII paragraph 9 of the By-laws.
- vi. Five (5) or more boats shall be entered by June 30, 2003 for this championship to be held.

*Continued on page 16*

d. Seniors Championship

- i. The age of the skipper and one crew shall total no less than 120 years.
- ii. To sail in this division you must declare prior to the close of registration.

e. Masters Trophy

- i. Awarded to best final position for skipper over 55 years old.
- ii. To be eligible for this award skippers must declare prior to the close of registration.

**3. Registration:**

- a. National Championship – May be by mail or at the Regatta site beginning Saturday July 19, 2003 through Sunday July 20, 2003 from 0900 to 1700 each day. Late registration is allowable at the discretion of the Registration Committee.
- b. Junior and Woman's Championship – Registration must be completed by Saturday, July 19, 2003, at 1700. Late registration is at the discretion of the Registration Committee.

**4. Sailing Instruction Availability**

Sailing Instructions will be available upon completing Registration and Measurement.

**5. Measurement:**

- a. All sails will be measured, and all safety equipment will be checked.
- b. Boats not having been measured within the past five years will be completely measured according to FSSA rules.
- c. All club owned boats shall be measured.
- d. **Women's and Junior Championship** – In the event late arrivals do not get measured in time for the first Warning Signal on Sunday, the boat(s) will be allowed to compete, but shall be measured upon completion of the racing. Any boat not conforming to FSSA specifications shall be disqualified from the series.

**6. Racing Schedule:**

- a. First Warning Signal Women/Juniors, Sunday July 20, 2003 at 1000. Practice race to follow Women's and Junior races.
- b. Sunday July 20, 2003 Kickoff Ceremonies and Skippers Meeting 1800 LNYC Clubhouse
- c. Monday July 21, 2003 at 0930, 1st Warning Signal Race #1 Qualifying Series followed by race #2.
- d. Tuesday July 22, 2003 at 0930, 1st Warning Signal Race #3 Qualifying Series.
- e. Wednesday July 23 at 0930, 1st Warning Signal Race #1 Championship Series. Race #2 to follow.
- f. Thursday July 24, 2003 at 0930, 1st Warning Signal Race #3 Championship Series. Race #4 to follow.
- g. Friday July 25, 2003 at 0930, 1st Warning Signal Race #5 Championship Series.
- h. No Warning Signal shall be made after 1300 on Friday
- i. Schedule is subject to change.

**7. Courses:**

- a. Olympic
- b. Windward-Leeward (multiple laps possible)

**8. Right to Appeal**

In the qualifying Series the right of appeal shall be denied according to RRS 70.4(a).

**9. Scoring**

Scoring will be according to the Low Point System Appendix A. All races shall be scored in each event. (Changes Appendix A2). Three races are scheduled for the Qualifying Series and five races are scheduled for the Championship Series

**10. Prizes:**

- a. Championship Series trophies awarded to places 1-10
- b. Challenger Series trophies awarded to places 1-10
- c. Women's/Juniors TBA
- d. Senior Trophy TBA
- e. Masters Trophy TBA
- f. Other Special Awards

**11. Social Schedule**

Breakfast and Lunches will be available each day at the Clubhouse (Sun-Fri)

**Saturday July 19th**

- 1500 Racing Clinic:  
Greg Fisher, Doc Bellows Harry Carpenter – *Tent*
- 1500 Family Fun Bingo – *Pavilion*
- 1700 after measuring and registration:  
Keg/ Wine and chips sponsored by Schurr Sails

**Sunday July 20th**

- 1800 **Hott Scot Night at the NAC and Skippers Meeting:**  
Kick Off Ceremonies and Party sponsored by Don & Charlotte Hott and Flying Scot Inc. – *Clubhouse*

**Monday July 21st**

- After Racing: **Keg/ Wine & Chips** sponsored by Gus Sails
- 1830 **NASCAR Night dinner and party**  
Auto Racing Attire – Prizes And Awards! - *Tent*

**Tuesday July 22nd**

- Open: **Games/Activities** – *Pavilion*
- 1830 **Board of Governors** – *The Pines in Davidson*

**Wednesday July 23rd**

- 1800 **Cash Bar**
- 1900 **Annual Dinner/Meeting** at "*The Point*"  
Business Casual (Air Conditioned) Kids welcome!
- 1800 **Kids Night Out Dogs & Burgers** – *LNYC Tent*

**Thursday July 24th**

- After Racing **Keg/Wine & Chips** sponsored by Fowler Sails
- 1830 **Southern BBQ "Southern Hospitality"** – *Tent*
- After Dinner – "**Talent Show**": Bring your Horns, Flutes, Song, Drums! Also, a Charlie Fowler Look-Alike Contest, all w/Prizes - *Tent*

**Friday July 25th**

- 1500 **Trophies After the Racing**
- Light Hors d'oeuvres sponsored by North Sails – *Tent*

**11. Contacts:**

- a. Regatta Chairman, Don Smith (B) 704/455-1020 (E) dsmith@concordnc.com
- b. Craig Milliken, Registration Chairman HMSGC@aol.com





**2003 Flying Scot North American Championship**  
 July 19 - 25, 2003 at Lake Norman Yacht Club, Mooresville, NC

Registration Form



**Participant Information**

Skipper Name: \_\_\_\_\_  
 Crew Name: \_\_\_\_\_  
 Crew Name: \_\_\_\_\_  
 Skipper's Address: \_\_\_\_\_  
 Telephone Number: \_\_\_\_\_  
 E-mail Address: \_\_\_\_\_  
 Emergency Contact: \_\_\_\_\_  
 Emergency Telephone No: \_\_\_\_\_  
 Sail No: \_\_\_\_\_ US Sailing No: \_\_\_\_\_  
 FSSA Fleet: \_\_\_\_\_ Spinnaker Colors: \_\_\_\_\_ Home Club: \_\_\_\_\_  
 Boat Owner: \_\_\_\_\_ Chartered Boat?  Borrowed Boat?  (Jr only) \_\_\_\_\_  
 Club Boat?  Chartered Boat?  Wet Sail?  Both, If Available? \_\_\_\_\_  
 Dry Sail?  Wet Sail?  Both, If Available? \_\_\_\_\_  
 Are You Bringing Children?: \_\_\_\_\_ If so, what age? \_\_\_\_\_  
 First Time NAC Participant?: \_\_\_\_\_ Distance Traveled: \_\_\_\_\_  
 Junior Championship?  Women's Championship? \_\_\_\_\_  
 Skipper M/F?  Husband/Wife? \_\_\_\_\_  
 Father/Son on board with one as the skipper? \_\_\_\_\_  
 All Family with one female aboard? \_\_\_\_\_ (with 1 female aboard)  
 Seniors?  skipper + 1 crew = 120 years)  Masters?  (skipper 55+)  
 Senior Sailing in Qualifying Series?

I agree to be bound by the, 'Racing Rules Of Sailing' and all other' \_\_\_\_\_ rules that govern this event. \_\_\_\_\_ (Signature)

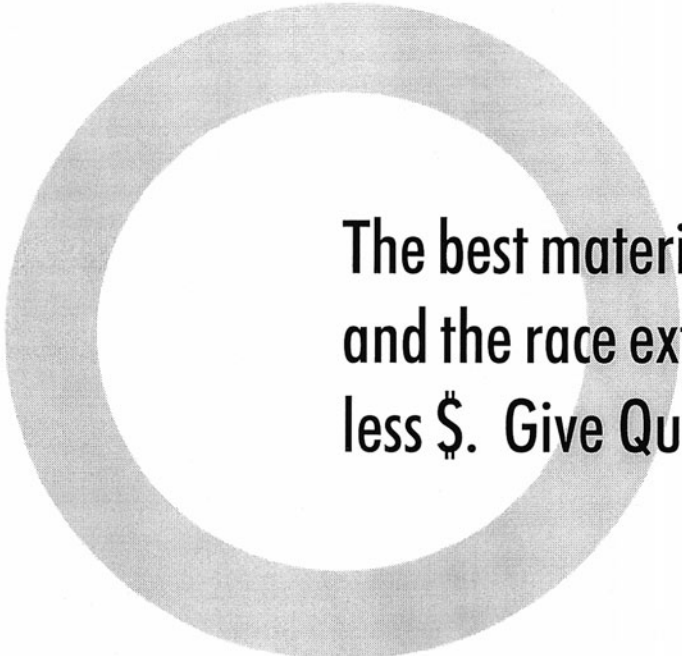
Please Let Us Know If You Have any Special Requests By Listing Them On The Back!  
 NAC Info: [www.lnvc.org/mac2003](http://www.lnvc.org/mac2003)

**Fees**

Registration:	Member	Non Member	Amount Enclosed
Flying Scot NAC	\$ 135.00	\$ 140.00	
Women's/Junior NAC	\$ 25.00	\$ 30.00	
Late Registration:	for entries postmarked after 6/30/03		
Flying Scot NAC	\$ 180.00	\$ 185.00	
Women's/Junior NAC	\$ 35.00	\$ 40.00	
Meals: (Children's meals are for children 12 and under)			
Breakfast (Sun-Fri)	\$1.00	per breakfast	
Lunches (Sun-Fri)	\$5.50	per lunch	
Nascar Night (Mon)	\$14.00/\$7.00	adult/child	
Annual Dinner (Wed)	\$25.00/\$10.00	adult/child	
Kid's Cookout (Wed)	\$6.00	adult/child	
Southern BBQ (Thur)	\$14.00/\$6.00	adult/child	
T-Shirts: \$ 12 ea, indicate size and quantity			
Size: S _____ M _____ L _____ XL _____ XXL _____			
Collared Shirts: \$ 25 ea, indicate size and quantity			
Size: S _____ M _____ L _____ XL _____ XXL _____			
2003 NAC Hats: \$ 14 each			
FSSA Chartering Fee:			
FSSA Junior Dues:			
<b>Total Fees Enclosed</b>			

Checks payable to "FS Fleet 48" Send completed registration form and fees to:  
 Craig Milliken  
 111 Pelican Court  
 Mooresville, NC 28117





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A **NEW MIDWEST SAILING FLYING SCOT** is rigged with our custom boat handling systems. These rigging systems have been developed by our staff since 1967 to make the Scot easier, more comfortable, and therefore more fun to sail and race. Our Scots may not be faster but **Midwest Sailing** has for over 30 years provided our customers with the best rigged Scots available.

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**BOAT HOISTS.** Lake sailors, you can end bottom-washing and dry-sailing hassle with our *aluminum* “A”-shaped boat hoist with custom-designed Scot bunk package. Lifts four feet, 1300 lb. capacity. Lightweight and low maintenance. Complete with tie-downs and bottom anchoring system. Shipped common carrier partially assembled, or pick up fully assembled on your Scot trailer.

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**SAILING SPECIALISTS.** *Midwest Sailing* has many satisfied long-time customers throughout North America. We also sell and service *Optimist, Sunfish, Laser, Barnett, Hobie, Interlake, Capri, and Hunter*. Please call, fax or e-mail us for details and prices today.

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# Starting Line

## Mayors Cup Regatta

June 7 and 8, 2003

Lake Townsend YC • Greensboro, NC

Contact Larry Vitez for more information  
lvitez@carolina.rr.com

## Founders Cup Regatta

June 7, 2003

Old Greenwich Yacht Club

For more information contact Dave Olser at  
203-975-9166, ddosler1@aol.com

## Top of The Lake Regatta Midwest Districts Tune-up

June 13 - 15, 2003

Neenah-Nodaway YC • Neenah, WI

More info at [www.nnyc.org](http://www.nnyc.org)

## Full Moon Regatta

June 14, 2003

Monmouth Boat Club • Red Bank, NJ

Skipper's meeting at 9:30 am, continental  
breakfast and lunch included. For further  
information contact Bill Ewing at (732) 530-  
6511 or fs5246@yahoo.com

## Wife Husband Regatta

June 20 - 22, 2003

The Grand Maumelle Sailing Club  
Little Rock, AR

For more information see page 15 of this issue  
or go to [www.gmsc.org](http://www.gmsc.org).

## Douglass/Orr Invitational

June 21 & 22, 2003

Sprite Island YC • East Norwalk, CT

For further information contact Melanie  
Dunham at (845) 855-0619, FS2601@  
aol.com or, Peter Feick at (203) 762-7150  
psfeicksr@aol.com

## Governor's Cup Regatta

June 21 and 22, 2003

Kerr Lake Reservoir • Henderson, NC

Contact Larry Vitez for more information,  
lvitez@carolina.rr.com

## 2003 Pig Roast Regatta

June 21 and 22, 2003

Flying Scot fleet #1 • Cowan Lake  
Near Willmington, OH

For more information contact Shaun Clements  
at (513) 779-6220 or ShaunClements@  
cinci.rr.com

## 2003 Midwest Districts

June 27 - 29, 2003

Delavan Lake Yacht Club • Delavan, WI

For more information contact Jack McClurkin  
at [jmclurkin@aol.com](mailto:jmclurkin@aol.com) or 847-991-8092, or  
go to [www.dlyc.com](http://www.dlyc.com)

## New England District Regatta

June 28 and 29, 2003

Massapoag Yacht Club • Sharon, MA

For more information, contact Diane Kampf at  
508-234-8047 or [dianekampf@charter.net](mailto:dianekampf@charter.net)

Visit our website for directions and registra-  
tions <http://sailmyc.org>

## Oriental Sailing Social

July 12 and 13, 2003

North Carolina

Contact Larry Vitez for more information  
lvitez@carolina.rr.com

## Michigan/Ontario Districts

July 12 and 13, 2003

Crescent Sail Yacht Club

Lake St. Clair, Grosse Pointe Farms, MI

For more information contact: Chris Bahash,  
Fleet Captain, [cbahash@yahoo.com](mailto:cbahash@yahoo.com), 313-885-  
8111 or Forest Rogers, [fs5230@aol.com](mailto:fs5230@aol.com), 734-  
954-0452.

## Fleet 181 Invitational Regatta and NY Lakes District Regatta

July 12 and 13, 2003

Owasco YC • Auburn, NY

For more information contact Peter Whiting  
(315) 253-5231(days), [plwhiting@adelphia.net](mailto:plwhiting@adelphia.net).

## Midsummer Regatta

July 19, 2003

West River Sailing Club • Gainesville, MD

For more information contact Frank Gibson  
(703) 271-2716, [fhgibson@peoplepc.com](mailto:fhgibson@peoplepc.com).

*Continued on page 21*



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Schurr Sails continues to produce the highest quality, most durable sail on the market today. By using quality material and individual construction techniques, each sail is guaranteed to be consistent with the design.

## Service

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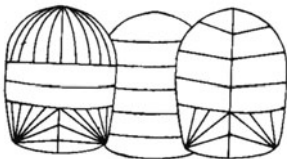
4.4 oz. Racing Cloth     5.3 oz. Cruising Cloth    Number Color:  Red;  Blue;  Green;  Black;  White

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<input type="checkbox"/> Mainsail Radials	\$100	<input type="checkbox"/> Jib Window	\$20	<input type="checkbox"/> Spinnaker Turtle	\$15
<input type="checkbox"/> Mainsail Reef	\$55	<input type="checkbox"/> Telltale Window	\$15	<input type="checkbox"/> Mainsail Cover	\$120
<input type="checkbox"/> Mainsail Foot Shelf	\$50	<input type="checkbox"/> Spinnaker-Crosscut	\$398	<input type="checkbox"/> Tapered Battens	\$30
<input type="checkbox"/> Mainsail Window	\$20	<input type="checkbox"/> Spinnaker-Triradial	\$510	<input type="checkbox"/> Centerboard Gaskets	\$20
<input type="checkbox"/> Jib	\$300	<input type="checkbox"/> Spinnaker-Biradial	\$510	<input type="checkbox"/> Mainsheet Retainer	\$10

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<http://schurrsails.com>

Continued from page 19

**Long Island FS Championships Leg 1**  
July 19, 2003  
Westhampton Yacht Squadron  
Remsenburg, NY

For more information contact Ed Surgan (201) 852-0829, eddgann@aol.com.

**North American Championship**  
July 19 - 26, 2003

Lake Norman YC • Near Charlotte, NC  
For information visit the Lake Norman YC website at [www.lakenormanyachtclub.com](http://www.lakenormanyachtclub.com)

**98th Annual Ephraim Regatta**  
August 2 and 3, 2003  
Ephraim YC • Ephraim, WI

For more details, contact Nancy Claypool (504) 899-0935 or [nclaypool1@cox.net](mailto:nclaypool1@cox.net) and check the website at [www.eyc.org](http://www.eyc.org)

**Hoop Hole Regatta**  
August 2 and 3, 2003  
Morehead City Boating Club  
Morehead City, NC

Contact Larry Vitez for more information [lvitez@carolina.rr.com](mailto:lvitez@carolina.rr.com)

**Sandy Douglass Memorial Regatta**

August 2 and 3, 2003  
Deep Creek Lake, Maryland

For more information contact: Ed Peters at 301-797-7824 or [barmusic01@hotmail.com](mailto:barmusic01@hotmail.com)

**Long Island FS Championships Leg 2**  
August 2, 2003

Moriches Bay YC • Center Moriches, NY  
For more details, contact Tony DiResta [rad4938@optonline.net](mailto:rad4938@optonline.net).

**17th Annual Saratoga Lake Flying Scot Invitational Regatta**  
August 9 and 10, 2003  
Saratoga Lake, NY

For more information contact Peter and Ann Seidman 518-877-8731, [pseidma1@nycap.rr.com](mailto:pseidma1@nycap.rr.com), [www.sailsaratoga.org](http://www.sailsaratoga.org)

**Eastern Women's Invitational Regatta**  
August 9 and 10, 2003  
Fleet 6 • Deep Creek Lake, MD

Ladies Come One, Come All!!! Have a great weekend of sailing and enjoy meeting other women sailors. Most years we have had great winds. Contact Geri Meehan for more information 703-293-9531 (Home) 301-387-7890

**Crystal Ball Regatta**

August 16 and 17, 2003  
Crystal Sailing Club • Crystal, MI

For more information contact Mark Schuurmans (616) 261-4592, [mschuurm@hotmail.com](mailto:mschuurm@hotmail.com) or [www.sailcsc.org](http://www.sailcsc.org).

**Annapolis to Galesville Race**  
August 29, 2003

West River Sailing Club • Gainesville, MD  
For more information contact Frank Gibson (703) 270-2716, [fhgibson@peoplepc.com](mailto:fhgibson@peoplepc.com).

**WRSC Annual Regatta**  
August 30 & 31, 2003

West River Sailing Club • Gainesville, MD  
For more information contact Frank Gibson (703) 270-2716, [fhgibson@peoplepc.com](mailto:fhgibson@peoplepc.com).

**Massapoog YC 54th Annual Regatta**  
September 6 and 7, 2003  
Massapoog Yacht Club • Sharon, MA

For more information contact Diane Kampf 508-234-8047 or [dianekampf@charter.net](mailto:dianekampf@charter.net). Visit our website for directions and registrations: <http://sailmyc.org>

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OF TRANSOM

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Acrylic covers are OK for light duty. They're light weight and colorful but they won't hold up to outdoor winter storage or trailering. And the dark colors hold heat which can cause serious damage to your boat!

Poly Army Duck covers are great for heavy duty service, winter storage, trailering and mooring. This heavier, long lasting fabric is available in your choice of three *light* colors.

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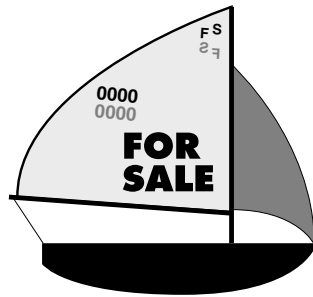
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# Caveat Emptor

Advertisements in the Caveat Emptor section of Scots'n Water and on the FSSA web page is \$30.00 for members per insertion, pre-paid and \$40.00 for non-members. Advertisements must be 50 words or less. Send or fax submissions to Association Headquarters or Email to [info@fssa.com](mailto:info@fssa.com).

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Contact Alan Levy at (631) 581-3566, [abl1111@optonline.net](mailto:abl1111@optonline.net).

**FS 1148** – Douglass built in 1967. White with light blue deck. Hull, rigging and sails in very good condition. Boat has been well maintained. New Halyards, halyard winch and tiller. Galvanized load rite trailer. Swim ladder, removeable motor mount, canvas storage cover. \$3200. Located in Pembroke, MA. Contact Jack Kilduff at (781) 826-9328.

**FS 1660** – Gordon Douglass built, dark blue hull, 2 sets of sails, TrailMaster trailer, mooring cover, sail Boom cover, Minn Kota Electric motor. \$3000. Located in New Jersey. Contact Beth Albano (973) 627-5960, [tgetz@gerahdipress.com](mailto:tgetz@gerahdipress.com).

## **CAVEAT EMPTOR = BUYER BEWARE**

The Flying Scot Sailing Association is not responsible for items purchased through the Caveat Emptor page.

**FS 1668** – Douglass built in 1968. Sound, good condition and well maintained. Light blue with medium blue hull, two suits of sails and spinnaker, dark blue Sailors Tailor cover, motor bracket, lifting bridle, etc. Cox trailer, spare, new wheels, two owners, all freshwater and dry sailed, stored indoors. \$2700. Located in Ohio. Contact Keith Dunnigan at [dunnigan@columbus.rr.com](mailto:dunnigan@columbus.rr.com), (614) 793-8851.

**FS 1970** – Custom Flex built 1971. 19' Flying Scot, trailer, new mast, rigging. One main, two jibs, one spinnaker. Excellent, stored indoors, sails newer than boat. \$2900 obo. Located in Mohawk, MI. Contact Gale Slates (906) 289-4706.

**FS 2687** – Customflex built in 1975. All hardware including main and jib. Mooring cover. Pamco Trailer with spare. Dry sailed for lost 20 years. No soft spots. \$2200 Located in Decatur, IL. Contact Herb Dakin at (217) 428-8104.

**FS 2713** – Customflex built 1975, white deck, orange hull, new blue antifouling paint on bottom. Main, two jibs, spinnaker. First class hardware. Anchor, compass, Minn Hota trolling motor, battery. Tilt back trailer with spare. Mooring cover, cockpit cover and trailing cover. \$3500. Located in Altoona, PA. Contact Steve Currier (814) 946-7097.

**FS 3302** – 1972, new bottom paint and boot stripe, new mooring & sail cover, new mahogany centerboard cap, tiller and block-mounts. Main, Jib, Spinnaker w/sail bag. 3.6HP Mercury motor & heavy duty trailer. \$3000. Located in Ontario, Canada. Contact Hali Barber (905) 684-1991, [hali\\_barber@sympatico.ca](mailto:hali_barber@sympatico.ca).

**FS 3492** – Douglass built in 1980. Very good condition, white hull, light blue deck, multi-blue pin striping. One set of sails. Whisker pole, lifting bridle, 1/2HP Seagull motor, paddle, anchor, misc. Sterling trailer. Fresh water sailed. \$4800 or obo. Located in Oswego, NY. Contact Jeff Walrath (315) 342-6311.

**FS 3722** – Douglass built in 1982. Comes with trailer, motor, three suits of sails. Sailor's

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**FS 4040** Douglass built in 1985. Good condition. Ivory hull and deck. Schurr sails, motor mount, mooring cover, Tee-Nee Trailer with spare. Dry sailed only. \$4500. Located in Phoenix, AZ. Contact John Jones (480) 614-8343, JJJ1@qwest.net.

**FS 4624** – Douglass built in 1988. White hull, white deck, blue trim. Main, jib and spinnaker (spinnaker used only once). Red for spinnaker halyard, masthead flotation, jiffy reefing. Adjustable motor mount bracket, mooring cover. Galvanized trailer. \$6000. Located in Raleigh, NC. Contact Barney Smith (919) 319-8502, cell; (919) 345-1265, leave message.

**FS 4642** – Douglass built in 1990, excellent condition, cream deck and hull with blue stripes. Schurr Main and Jib w/Jiffy Reefing, like new Spinnaker, 1.5HP outboard w/detachable motor mount, Tee-Nee galva-

nized trailer w/spare. Sailor's Tailor T-M cover with extra winter cover, Lifejackets, anchor and paddle. Dry sailed. \$6500 obo. Located in Chicago, IL. Contact Mark Ewing (847) 749-2751, meewing@concentric.net.

**FS 4751** – Douglass built 1991, excellent condition, white deck and hull with blue stripe, Schurr jib and main, spinnaker, detachable motor mount and 4hp Johnson OB, Suunto compass, Hercules galvanized trailer, Rooke boat cover and garaged. \$6500. Located in Higden, AR. Contact Phil Hunkins (501) 884-6231, phunkins@artelco.com.

**FS 4784** – Douglass built in 1991. Excellent condition, main, jib, spinnaker, motor mount, swim ladder, mast flotation, travel cover, galvanized trailer, custom dry dock mooring system and tiller storage tube, padded rudder bag, 12v navigation lights and outlets, underdeck storage, w/optional 2001 5hp mercury outboard \$7950. Located in Minneapolis, MN. Contact Tim Rollman, (612) 414-4353, tim@exceleng.net.

**FS 4839** – Flying Scot built in 1992. White hull and deck, dry sailed only, spinnaker and pole, jiffy reefing, motor mount, mahogany centerboard cap. Trailmaster trailer. \$6000. Located in Virginia. Contact Forrest Tucker (540) 721-3951.

**FS 4921** – Douglass built in 1994. Excellent condition, white deck and hull with red stripe,

Schurr Jib, Main, Spinnaker, Galvanized factory trailer, 2 covers. Lot misc. equipment. \$6800. Located in Bokellia, FL. Contact Willard Frissell (239) 283-5215.

**FS 5021** – Like new, cream deck, white hull, medium blue trim and water line. Main & jib, jiffy reefing, galvanized trailer, Sailor's trailer mooring cover, winter trailer boat cover, swim ladder with handle, motor bracket. 2HP Evinrude, \$9000. Located in Otis, MA. Contact Maurice Corson (413) 269-6542.

**FS 5177** – Flying Scot built in 1998. Well cared for, off white hull with red trim. Main, Jiffy reef, Jib, Spinnaker, mooring cover & trailer boat cover, anchor & electric motor. Asking \$8800. Located in Palm City, FL. Contact William Whittaber, (772) 336-9601.

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