



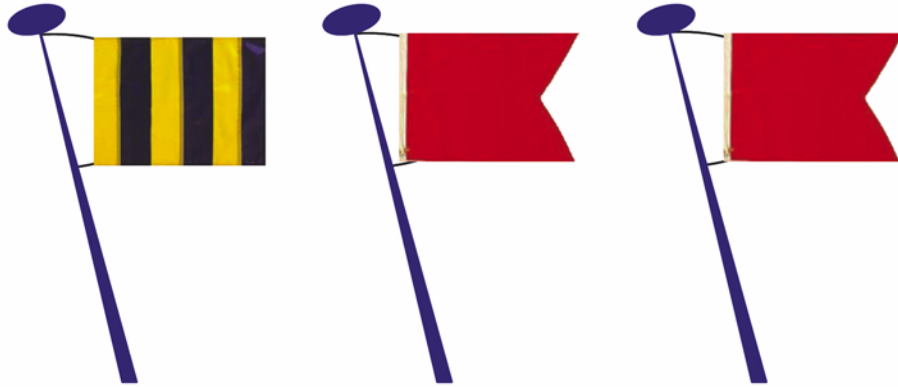
ONE-DESIGN SAILING SYMPOSIUM

NOVEMBER 17-18, 2007 • COLUMBUS, OH



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November 16, 2007

Dear One Design Sailors and Supporters,

Welcome to US SAILING'S One Design Sailing Symposium. We're glad you are here and we have planned a great event. The goal is to share ideas and experiences, and to ask lots of questions to keep us all thinking. I know you'll come up with some new ideas by listening to other sailors talk about their fleets and classes.

Fleet building is done locally. Nothing is better than an enthusiastic leader who is willing to take the extra steps to get new people sailing and keep things fun for the whole fleet. But classes can help their local fleets, even if it is as simple as sharing information.

I hope you'll enjoy your weekend in Columbus and will head home with lots of information. Be sure to tell others what you learned about sailing, sailors and US SAILING.

Smooth sailing,

A handwritten signature in black ink, appearing to read "Jim Capron". The signature is stylized and cursive.

Jim Capron, President

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2007 One-Design Sailing Symposium
is brought to you by:



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Patty Lawrence	Lee Parks
Dave Rosekrans	

ODSS Participant Notebook

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US SAILING

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2007 One-Design Sailing Symposium

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US SAILING Membership Programs & Forms
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2008 Championship Calendar
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Knowledge Collective

Fleet Building
Event Planning
Class Management
Race Management

*Proud to support the
2007 US Sailing One Design Sailing Symposium*



The North Sails One Design team is comprised of dedicated sailors who look to learn every time they step into a boat... champions who know that there is no end to improvement... competitors who goal is to make one design racing enjoyable to everyone, win or lose. **Join our team!**

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All About One Design Sailing





One-Design Sailing Symposium

I Symposium Navigation

**“If one does not know to which port
one is sailing, no wind is favorable.”**

Seneca

Roman philosopher, 4 BC – 65 AD

Strictly Sail[®] Boat Shows



Promote Your Class Association at Strictly Sail[®] Boat Shows

Sail America, the trade association for the U.S. sailing industry, is pleased to support one-design classes by offering special Strictly Sail[®] boat show programs designed especially for class associations:

NEW! Baltimore SailFest
January 23–27, 2008

Strictly Sail[®] Chicago
January 31–February 3, 2008

Strictly Sail[®] Miami
February 14–18, 2008

Strictly Sail[®] Pacific
April 2008

**Virginia In-Water
Boat Expo and SailFest**
September 2008

- 1. Display a Boat and Promote the Class:** Display your class boat, promote awareness of your class association, and solicit membership by exhibiting at any of the four Strictly Sail[®] shows or SailFests. Exhibit space for One-Design Class Associations is discounted at 50–80% off the retail space costs. Classes can display a boat for as little as \$500 at Strictly Sail[®] Chicago (includes carpet and electricity).
- 2. Free Meeting Space:** Free meeting rooms are available to Class Associations and Yacht Clubs to host meetings or social gatherings.
- 3. Help Promote the Show and Earn Free Show Tickets:** Sail America is offering up to 25 free VIP tickets to Class Associations that promote Strictly Sail[®] with a show ad or editorial coverage in an association newsletter, a web-link from the home page/navigation page of the association website, or by sending an e-mail or direct mail piece about the Show to your members.

To take advantage of these special promotions or for ANY help getting involved in the show, contact Lori Gleason at 401.841.0900x26 or lori@sailamerica.com.





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2007 One-Design Sailing Symposium

Time	Agenda Topic	Speakers	Crowne Plaza Location
FRIDAY November 16			
8am-5pm	Basic Race Management Seminar	John Strassman	Kildare
6-8pm	Welcome Cocktail Party and Registration		Ballroom C
SATURDAY November 17			
7:30-8:00	Registration		Ballroom Foyer
8:00-8:30	Welcome, Introductions, Door Prizes ODSS... What is it All About?	Patty Lawrence	Ballroom AB
8:30-9:15	Keynote Address: Annual Sailing Industry Report	Jonathan Banks	Ballroom AB
9:15-9:45	National Yacht Club Survey Results	Dan Cooney	Ballroom AB
9:45-10:15	Best Practices for National Classes	Janet Baxter	Ballroom AB
10:15-10:30	Overview of morning workshops		
10:30-11:20	Making Your Class Attractive - Photos Enhance Class Marketing Efforts	Fried Elliot	Ballroom AB
	One-Design & Insurance 101	Sarah Davidson	Waterford
	Sail Fast #1 - Reading the Wind & How It Affects Tactics	Skip Dieball & Tom Hubbell	Kildare
11:20-11:30	Move to workshops		
11:30-12:20	What RC's Need to Know to Run Your Regatta	John Strassman	Ballroom AB
	PR - Getting the Word Out	Marlieke Eaton	Waterford
	Sail Fast #2 - Reading the Wind & How It Affects Tactics	Skip Dieball & Tom Hubbell	Kildare
12:20-12:30	Move back to General Session		
12:30-12:55	Skin Cancer Basics: Importance of Sun Protection	Dr. Tim Storer	Ballroom AB
12:55-1:05	Top 10 Ideas/Fun Races (explained)	Clark Chapin	Ballroom AB
1:05-1:45	Networking Lunch (included in your registration fee)		Ballroom C
1:45-1:55	Move back to General Session		
1:55-2:05	Lunch Wrap Up	Clark Chapin	Ballroom AB
2:05-2:15	US SAILING's National One-Design Awards	Clark Chapin & Jim Capron	Ballroom AB
2:15-2:25	Overview of afternoon workshops		
2:25-3:15	Successful Measurement Practices	David Sprague & Jim Capron	Ballroom AB
	Selling & Fulfilling Sponsorship	Dan Cooney	Waterford
	Sail Fast #3 - One-Design Safety & Seamanship	Dave Rosekrans & Tom Hubbell	Kildare
3:15-3:25	Move to workshops		
3:25-4:15	Add Women to Your Fleet (and Watch it Grow) Women's Panel Discussion	Janet Baxter, moderator Connie Aguero Sherrie Desmond Gretchen Backus Loper Heidi Backus Riddle	Ballroom AB
	Lightning Boat Grants - Who, What, Where, WHY?	Steve & Jan Davis	Waterford
	Sail Fast #4 - Sailing Pitfalls (Lessons Learned)	Skip Dieball & Tom Hubbell	Kildare
4:15-4:25	Move back to General Session		
4:25-4:55	Best Practices Wrap Up	Janet Baxter	Ballroom AB
4:55-5:30	Invigorating Fleets Panel Discussion	Jerelyn Biehl, Moderator Mark Andrew, Matt Bounds Scott Latham, Ron Stryker Stuart Walker	Ballroom AB
6:00-8:00	Mt. Gay Speaker Series featuring Dave Perry "Winning Moves in One-Designs" Free Mt. Gay drinks & cash bar; heavy hors d'oeuvres Hosts: Buckeye Lake YC, Leatherlips YC, Hoover SC	Dave Perry	Ballroom CDE



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2007 One-Design Sailing Symposium

Time	Agenda Topic	Speakers	Crowne Plaza Location
SUNDAY November 18			
8:00-8:20	Welcome, Announcements, and Door Prizes		Ballroom AB
8:20-8:50	Sportsmanship: Dave will lead a discussion on ways class and event organizers can foster better sportsmanship among the competitors.	Dave Perry	Ballroom AB
8:50-9:00	Overview of morning workshops		
9:00-9:50	Coordinating Class Membership, Registration & Results	Ken Taylor	Ballroom AB
	Non-Profit Organizations - 501(C)(3)	George Fisher	Waterford
	Sail Fast #5 - Sailing Pitfalls (Lessons Learned)	Skip Dieball & Tom Hubbell	Kildare
9:50-10:00	Move To Next Workshop Session		
10:00-10:50	Speeding Up Measurement at Regattas	David Sprague	Ballroom AB
	How High School Sailing Can Help Your One-Design Program Grow	Don Shea	Waterford
	Sail Fast #6 - Preparing for a Big Event	Skip Dieball & Tom Hubbell	Kildare
10:50-11:00	Move back to General Session		
11:00-11:45	Keynote Address: How Sailors Deal with the Adversities of Competition	Dr. Stuart Walker	Ballroom AB
11:45-12:00	More One-Design Awards	Clark Chapin	
12:00-1:00	Lunch (included in your registration fee)		Ballroom C
1:00-1:45	One-Design Connecting with Industry	Janet Baxter, moderator Jonathan Banks Skip Dieball Greg Fisher Kyle Gross Doug Laber	Ballroom AB
1:45-2:30	Greg's GO FAST Tips	Greg Fisher	Ballroom AB
2:30-3:00	Wrap Up, Raffle, Big Door Prizes	Patty Lawrence	Ballroom AB

2006 C-Scow Nationals

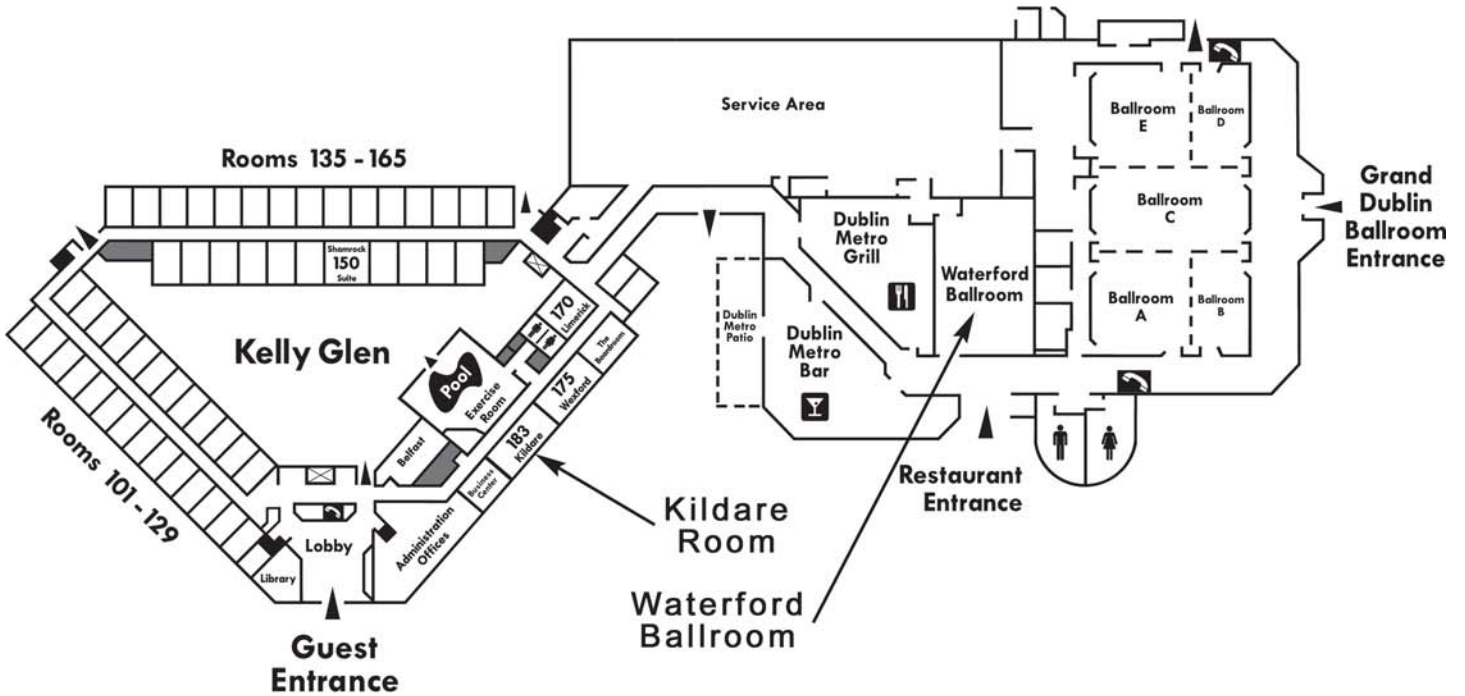


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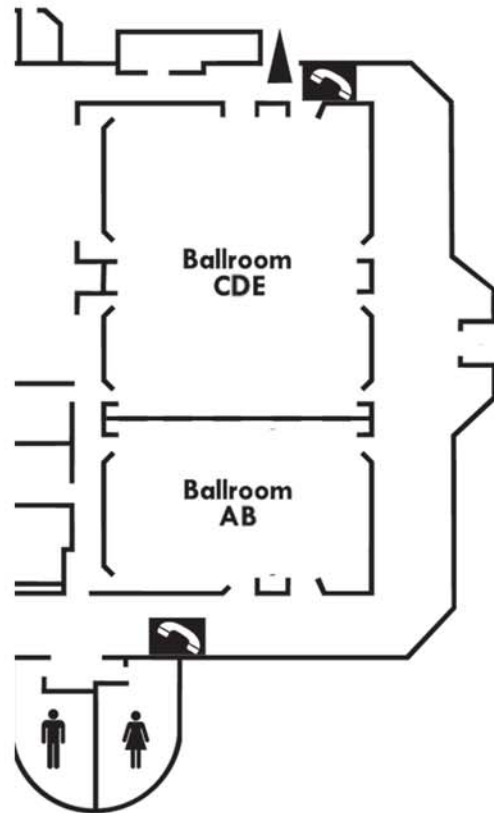


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COLUMBUS-DUBLIN



Main Ballroom Detail



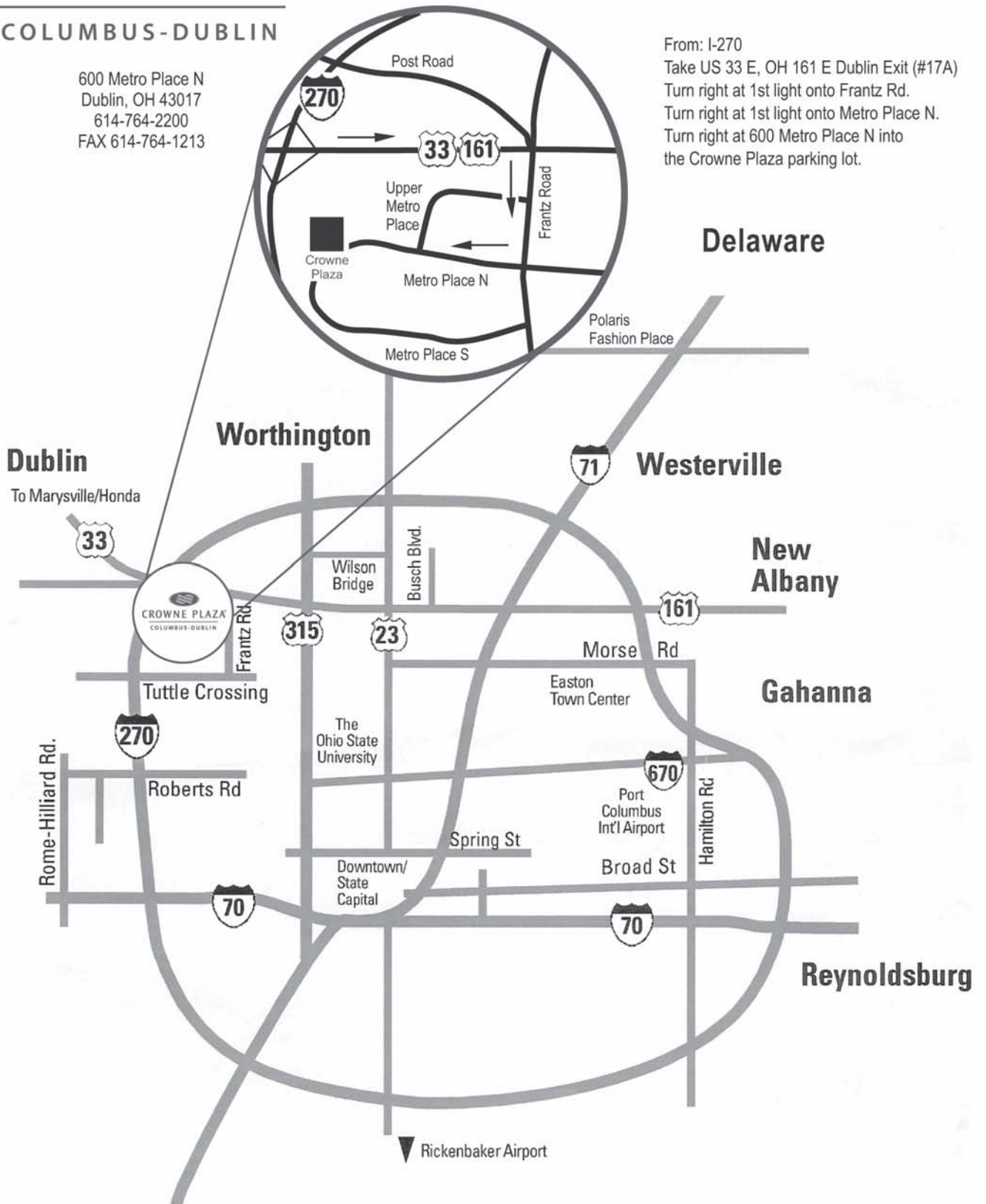


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Turn right at 1st light onto Metro Place N.
Turn right at 600 Metro Place N into
the Crowne Plaza parking lot.



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2007 One-Design Sailing Symposium

A Special Thank-you to the Local Organizers of the ODSS:

**Rachel Lavender
Mark Andrew
Ron Stryker**



One-Design Sailing Symposium

II

Who's Who

“Who is staring at the sea is already sailing a little.”

Paul Carvel

Belgian writer and editor 1964 –



25
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Mark Andrew

Panelist, Invigorating Fleets

Mark Andrew grew up in Columbus Ohio sailing early in life at Leatherlips Yacht Club in Tech dingies, a Highlander and then the Thistle he still owns. Mark stopped sailing in the late 60s when he went away to school. The Thistle came out of long term storage in the early eighties, joined then Hoover Yacht Club and resumed the sport. Today, he enjoys sailing The thistle, both as

skipper and crewing with others as well as sailing a MC Scow. Mark is currently Fleet Captain of Thistle Fleet 126 and previously was Fleet Secretary Treasurer for twelve or so years. The Hoover Sailing Club Thistle fleet created "Thistle Crew School" and holds classes in the late spring on Wednesday evenings to introduce newcomers to the sport and the Thistle.



Gretchen Backus-Loper Heidi Backus-Riddle

Panelists, Women's Panel Discussion

Heidi, Amy, Gretchen and Susan Backus have been racing sailboats together since Heidi took the helm on a Jet 14 forty-one years ago. Those decades have seen 3 Jet-14's, numerous Lasers, 2 Thistles, two J-22's, one J-24, two Tartan Tens and 6 husbands.

They have carried duct tape and jury-rigged trailer lights on both coasts, throughout the Midwest, Japan and Spain. Since winning the Shipshape Trophy over Greg Fisher in 1970, there have been many regatta highlights. Together they twice won the Adams Cup for the US Women's Championship, finished second in the inaugural

Women's Keelboat Championship, won the Tartan Ten National Championship as well as being Japan's top women keelboat sailors. Heidi proudly wears the watch she received as the 1985 Rolex Yachtswoman of the Year...even though it has no count-down timer.

On shore, all four are educators who have volunteered for US Sailing and junior sailing activities. Heidi has served as commodore of Vermilion Boat Club and Inter-Lake Yachting Association.

They always wear sunscreen, pack lightly, agree on tactics and call their mother after every race.



Jonathan Banks

Keynote Address: Annual Sailing Industry Report One-Design Connecting With Industry

Jonathan has over 20 years international business management experience with leading companies in the marine, electric vehicle, automotive, sporting goods, and telecommunications industries. He is currently the Executive Director of Sail America, the trade association for the U.S. sailing industry. Prior to joining Sail America in 2006, he ran his own marketing consulting business, Market Momentum, which provided sales, marketing and strategic consulting. Previously, he was Director of Marketing for Vectrix Corp., a leading developer of zero-emission personal transportation products; Vice President of Sales and Marketing at Thule, the world's leading manufacturer and distributor of roof rack systems;

and Marine Market Manager at New England Ropes. He also held various management roles with two of the UK's leading telecommunications companies; British Telecom and Cable and Wireless. Jonathan has extensive sailing experience on all types of boats from dinghies to mega-yachts. From 1991 to 1994, he skippered a Swan 57 on a circumnavigation of the world. Since moving to the United States in 1995, he has been actively involved in all types of sailing, including several charter vacations, one-design racing, and cruising the waters of Narragansett Bay. Jonathan currently co-owns a Lippincott 30 and races his Sunfish in the Barrington Yacht Club frostbite series.



Janet Baxter

Best Practices for National Classes
Moderator, Women’s Panel Discussion
Moderator, Industry Panel Discussion

Janet Baxter is the immediate past president of US SAILING and started her work on the US SAILING Board as a rep from the ODCC. She races actively in Chicago and has been a member of several classes, including Lasers, Etchells, T-10s and now Beneteau 36.7s. She is also a certified judge and occasional race committee participant.

As a delegate to ISAF, she has heard many discussions about various international classes and their issues and solutions. Janet has experience facilitating brainstorming events, and is looking forward to prompting further discussions between sessions, in the bar and with your local fleets when you return home.



Matt Bounds

Panelist, Invigorating Fleets

A Naval Architect by education but a real estate manager by trade, Matt’s love of sailing started with a Sailfish on Fishing Bay, Virginia. Even before winning the FBYC Junior Championships (Lasers), Matt started racing Hobie 16’s in 1973. He is currently the editor of the Hobie class magazine, the *HOTLINE*. Matt actively cam-

paigns his Hobie 14, 16, 17 and Tiger F-18, traveling over 20,000 miles a year to events. He is a two-time Hobie 17 North American Champion (2005/2006) and competed in the 2006 US SAILING Championship of Champions. In 2007, he shifted his focus to race management and has gained his US SAILING Race Officer certification.



Jerelyn Biehl

Moderator, Invigorating Fleets Panel Discussion

Jerelyn has been sailing dinghies since before she was born. Having competed in four Snipe Women’s World Championships, two Rolex IWKC and as US Women’s Snipe National Champion, her roots are solely one-design. Sean

& Jerelyn have two boys that are also dinghy sailors: Graham (2008 Olympian!) & Cameron. Jerelyn is a partner in One Design Management, which focuses on managing various one design classes.



Jim Capron

One Design Awards
Successful Measurement Practices

Jim Capron, US SAILING President, has been sailing and boating all his life. An engineer by trade, Jim founded and is president of Capron Company, Inc., a facility automation design and contracting firm located in Rockville, Maryland.

Jim began sailing Penguins in grade school, but has also owned and raced a Lightning, J/24, and J/35. He currently races an Etchells out of Annapolis Yacht Club. Jim and his wife Dawn have also cruised extensively in the Caribbean and down

east in Maine and Canada.

Jim is a certified US SAILING Judge and Umpire, an ISAF International Judge and International Umpire, and a member of the ISAF International Judges Subcommittee. As an official, Jim has served as a judge and umpire at many international events, including the 2000 Olympics in Sydney, the 2003 Louis Vuitton Cup in Auckland, Whitbread/Volvo Ocean Races, and the ISAF World Sailing Games.



Dan Cooney

Yacht Club Survey Results Selling and Fulfilling Sponsorship

Dan is the US SAILING Marketing Director, He grew up in Marion, Mass. sailing one-designs and keelboats out of the Beverly Yacht Club. Last

year he chaired the Buzzard's Bay Regatta. He's also sailed numerous Newport to Bermuda and Marion to Bermuda Races.



Sarah Davidson

One-Design & Insurance 101

Program Manager, One Design Insurance Program and Marketing Manager of Gowrie, Barden & Brett. She has been at the agency since 1999. Sarah got deeply involved with junior sailing through her four children, ran the junior sailing

program at the Madison Beach Club, Madison CT for six years as well as served for a brief time on the USODA and ISSA boards. Occasionally she crew on the family Lightning and cruises a week each summer on a cousin's Shannon 43.



Jan & Steve Davis

Lightning Boat Grants - Who, What, Where, WHY?

Jan was born into a sailing family in Southern California; she learned to sail while visiting grandparents in Newport Harbor. One fateful evening, her Dad had a sailing friend over to dinner, who introduced Jan to his son. Their fate was sealed. Steve and Jan dated, sailed and were married two years later. Turns out that Steve had been active in sailboat racing since age of 6. A member of the Newport Harbor Yacht Club, Steve raced Sabots, Snowbirds, Lehman 12's, and Etchells. Not only their had their fathers raced against one another in Newport, but also their grandfathers! Life brought them to Denver and away from the world of sailing, They raised their

children, and came to the time when it was clear the children were going to indeed leave the nest. They saw boats racing one evening on the local reservoir and went down, met the gang and bought their first Lightning a week later. They started traveling to national and world events, and loved meeting the Class members and returning to the world of sailing. Jan is now the Lightning Class Secretary. Steve and Jan are completely immersed in the Lightning Class these days, traveling around the world meeting wonderful people and hopefully sharing their enthusiasm for this wonderful sport and Class.



Skip Dieball

Sail Fast Panelist, Industry Panel Discussion

In his sailing career, Skip has won a North American Championship, nine National titles and nine Midwinter titles. In addition to these achievements, he actively pursued an opportunity to represent the United States in both the 2000 and 2004 Olympic Games. His annual racing schedule includes participating in Interlake, Thistle, Lightning and J/22 Midwinter and National Championships as well as the Lightning World Championships every two years. Skip owns

the Quantum Sail Design Group lofts in Toledo and Cleveland. His relationship with Quantum Sails allows him access to state-of-the-art technology in sail design.

Born and raised in Toledo, Ohio, Skip attended Eastern Michigan University. He lives in LaSalle, Michigan (north of Toledo), with his wife Laurie and their four-year-old daughter Meghan and their ten-month-old daughter Mallory. They are members of the North Cape Yacht Club.



Marlieke Eaton

Public Relations – Getting the Word Out

Marlieke Eaton has been with US SAILING for five years. As the main communications person for the organization, her responsibilities include handling media relations, writing and editing US SAILING's weekly electronic newsletter e-USSAILING, maintaining news content on the US SAILING homepage, managing US SAILING's hard-copy newsletter, and more.

Marlieke learned to sail in the Netherlands, where she grew up. Prior to joining US SAILING, Marlieke has done PR for the American Heart Association and worked at a PR agency. She has a BA in Broadcast Journalism & Spanish from American University in Washington, D.C. and an MA in Media & Communication Studies from Goldsmiths College, University of London.



Fried Elliot

Making Your Class Attractive – Photos Enhance Class Marketing Efforts

Fried Elliott is the Snipe and Star class photographer, which entails capturing and producing photographs and multimedia used for class communications, press coverage, advertising, fleet

building, and regatta participation. His photographs have appeared in publications and websites all over the world and his multimedia presentations of major events are not to be missed.



George Fisher

Non-Profit Organizations – 501(c)(3)

Attorney, private practice of law - Fisher Skrobot & Sheraw, LLC; Graduate of Ohio State University College of Law; Vice Chairman - ODCC; Past President - International Lightning Class Association; Past Commodore - Buckeye

Lake Yacht Club; 2002 Recipient - J. Van Alan Clark, Jr. Sportsmanship Award; Past Interlake Class Champion; 2007 North American Masters Championships - Lightning Class



Greg Fisher

Greg's Go Fast Tips One-Design Connecting With Industry

Following in his father George's footsteps, Greg is the winningest one-design champion of the era. Greg is presently a salesman with North Sails One Design and is a 15-time National Champion in 6 classes, including the J/22, Light-

ning, Flying Scot, Thistle, Highlander and Johnson 18 classes. He is also the past Chair of the One-Design Class Council and Championship of Champions Committee for US SAILING.



Tom Hubbell

Sail Fast One-Design Safety & Seamanship

Tom Hubbell is a physician in family medicine and the chief medical officer of a small hospital. For 40 years he has raced Thistles (serving as President twice) and recently added racing C-Scows. He day-sails or 'duel' in Lasers but only if there are whitecaps. He and Greg Fisher created Coach-TCA, a 7 day racing instruction that runs

concurrently with the Thistle Midwinters East, and the material is available in his book, *Sailboat Racing with Greg Fisher*. As a board member of US SAILING since 2000 and a Vice President since 2003, Tom led the re-structuring of US SAILING to a much smaller, skill-based, member-elected board with re-arranged divisions.



Scott Latham

Panelist, Invigorating Fleets

Scott Latham is a member of the New Castle Sailing Club, a unique cooperative organization on the Delaware River that has thrived for more than 50 years through joint boat ownership and a sharing of annual repair and maintenance tasks. He served as one of the club's 12 team boat captains for three years, but also owns his own

wooden Thistle (#1329) which he races regularly on the national circuit. In addition, Scott is the chair and coordinator of the Thistle Class Association's East Coast Fall Series, a (virtuous) cycle of eight weekend regattas that draw a total of about 90 boats annually.



Dave Perry

Winning Moves In One-Designs Sportsmanship

Dave grew up in Connecticut sailing Blue Jays and Lightnings at the Pequot Yacht Club on Long Island Sound. He received his undergraduate degree at Yale, and has received an honorary Doctorate of Education from Piedmont College. He is a Senior Certified Judge, and has been a member of the US SAILING Appeals Committee since 1986, and is currently the Chairman. He has authored three books on the sport, [Understanding the Racing Rules of Sailing](#), [Winning in One-Designs](#), and [Dave Perry's 100 Best Racing Rules Quizzes](#).

At Yale he captained the 1975 Dinghy National Championship Team and is a two-time All American sailor. He was fifth at the 1979 Laser World Championship, two-time Congressional

Cup winner (1983 & 1984), second in the 1984 Soling Olympic Trials, the 2003 Ideal 18 North American champion, and two-time U.S. Match Racing Champion (in 1982 and 2006!).

He is a member of the *Sailing World* Hall of Fame, the recipient of US SAILING's W. Van Alan Clark, Jr. Trophy for Sportsmanship and the first recipient of the Captain Joe Prosser Award for Excellence in Sailing Instruction. He has conducted thousands of "rules talks" and seminars on the sport, and is best known for his clear, humorous and highly interactive presentations. He was the Rules Advisor and Afterguard Coach for Victory Challenge 2007, Sweden's America's Cup team.



Dave Rosekrans

Sail Fast One-Design Safety & Seamanship

Dave Rosekrans, a retired product development engineer from Proctor & Gamble, is past-president of US SAILING. Dave is a 43-year veteran Thistle racer at Cowan Lake Sailing Association, a small do-it-yourself club near Cincinnati, Ohio. Dave has participated in the ISAF and USOC. Dave participated in the reorganization of US SAILING, which is intended to build participa-

tion in sailing. His motto is HOFF -- honesty, openness, fairness and fun. In this spirit, Dave has developed an interest in improving ethics and conduct in sailing. Dave also has worked with the Red Cross in First Aid and has for 20 years with the National Ski Patrol, including being a Patrol Director. Dave welcomes questions and suggestions about US SAILING and sailing in general.



Don Shea

How High School Sailing Can Help Your One-Design Program Grow

Don Shea is the Midwest District director for ISSA. The Midwest high school scene has seen an explosion of growth and Don has been an important part with 32 schools actively participating in

the Midwest region. Come hear how high school sailing can be incorporated into your area or how you can recruit high school sailors to practice with you.



David Sprague

Speeding Up Measurement at Regattas Successful Measurement Practices

David has been a management consultant in Toronto with assignments in Canada, the United States and England over the last 20 years. He has served on the Board of Governors of the Toronto East General Hospital, the Board of Directors of the Boulevard Club in Toronto, the Ontario Sailing Association and the Canadian Yachting Association. He has been a member of Canada's National Sailing Team and remains very active as a

participant and as a volunteer in the sport of sailing, both nationally and internationally. He is currently the Canadian representative on the World governing body of sailing, the International Sailing Federation (ISAF), as well as a Past President of the Canadian Yachting Association, Vice-Chair of the ISAF Class Council and Chair of the ISAF International Measurer's Sub-Committee.



John Strassman

Basic Race Management Seminar What RC's Need to Know to Run Your Regatta

John was born in May, starting sailing in June and hasn't stopped since. John was a dock-rat at South Shore Yacht Club in Milwaukee when he learned about racing on his father's L. Frances Herreshoff designed Q boat, *Questa*. He subsequently raced in NAYRU-sponsored Junior events, participated in collegiate racing at Northwestern and University of Wisconsin and campaigned a 470 during the mid-1970's. John is a serial boat

owner and has owned and raced Solings, 210's, Lightnings, PHRF boats and currently is racing 470's again with other old, fat people. He is not very particular and will sail on almost anything... John is the current Chair of the US SAILING Junior Championship Committee, a Certified Regional Race Officer and the Area K Area Race Officer.



Dr. Tim Storer

Skin Cancer Basics: Importance of Sun Protection

Fellow, American Academy of Dermatology; Diplomate, American Board of Dermatology in Private Practice in Delaware, OH; Immediate Past President of the Central Ohio Dermatological

Society; served as Chief Resident, Barnes-Jewish Hospital/Washington University in St. Louis Division of Dermatology.



Ron Stryker

Panelist, Invigorating Fleets

Ron spent his summers growing up in Wisconsin skippering and crewing on C and A scows. After a 10 year hiatus from sailing for military service and the demands of starting a small business in Columbus, he reentered sailing with the brief ownership of a Thistle. A few years later after attending the MC Scow Midwinters with a borrowed boat, he acknowledged his roots and purchased his first MC. In 1997, Ron, Greg Fisher and Ted Keller started an MC fleet at

Hoover Sailing Club that currently has 22 members and is arguably one of the most active and competitive fleets in the network. His involvement at HSC includes a four year term as Treasurer and a ten year stint as the co-chair of the annual Cow Town Classic MC regatta. Twenty years and five MC's later, he's active on the regatta circuit and currently serves as the Executive Secretary/Treasurer of the MC Sailing Association.



Ken Taylor

Coordinating Class Membership, Registration & Results

Ken is President and founder of US SAILING Regatta Network which provides online registration and event management services for competitive sailing events. Ken is an active member of the Austin Yacht Club, actively campaigns a J/22 in the Southwest circuit and has been a member of

the J/22 class since 2003, and sailed Hobie 18s in District 6 of the North American Hobie Class association, for six years. The heart of US SAILING Regatta Network was developed during Ken's tenure as the Race Chairman at a central Texas yacht club.



Dr. Stuart Walker

How Sailors Deal with the Adversities of Competition Panelist, Invigorating Fleets

Dr. Walker is a one-design champion at the World, Continental and National level. He has been a columnist for Sailing World magazine for

many, many years. He currently campaigns his Soling in Annapolis, Maryland.





One-Design Sailing Symposium

III

Seminar Outlines

“Sailing is just the bottom line, like adding up the score in bridge. My real interest is in the tremendous game of life.”

Dennis Conner

American yachtsman, 1942 –

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WHO RECOGNIZE A PERSISTENT SHIFT FIRST.



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2007 One-Design Sailing Symposium

Seminar Outlines

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Keynote Address – Annual Sailing Industry Report

Jonathan Banks

With participation in sailing down 20% over the past 7 years and with production of new sailboats down for the past six years, what are the prospects for sailing's future, and what is the sailing industry doing to turnaround this trend and get sailing back on an even keel?

In his Sailing Industry Report, Sail America Executive Director, Jonathan Banks, will present highlights from The Sailing Company's State of the Sailing Industry report, discuss the challenges and opportunities in the sailing market from around the world, show examples of the successful Discover Boating and Discover Sailing marketing campaigns that are helping to introduce thousands of new people to sailing, and discuss ways in which one-design classes and Sail America can work together to meet their respective goals.

One of the keys to sailing's future success is to increase participation at all levels of the sport. By recognizing this common goal and by working together with all the constituents and stakeholders (i.e. boat builders, equipment manufacturers, sailing schools, class associations, etc.) we can raise the awareness of sailing, build interest, and grow participation.

Some of the highlights from Banks' presentation include:

- Sailing participation trends
- Boat production numbers
- Charter bookings
- Sailing's demographics
- Market and product trends
- Market challenges and opportunities
- The dinghy market
- The mid-sized keelboat market
- One-design trends and developments
- Industry support for one-design classes
- Discover Sailing update
- Grow Boating update
- Working with Sail America

Notes:

Best Practices for National Classes

Janet Baxter, Past US SAILING President

This session will introduce the concepts of best practice and identify areas for National Classes to consider. Throughout the symposium we will collect Best Practice suggestions and discuss how and when they might apply.

What is a “National Class?”

Any One Design class association can become a National Class by joining US SAILING and paying the regular class dues. Right now that is the only requirement. Classes that are not National Classes cannot hold national championships. To date this has not been enforced, but may be in the future.

What is an “International Class?”

The requirements for International Class are established by ISAF and are much more stringent. In addition to paying dues, the class rules must conform to certain standards, boats must be found on several continents and many countries (see ISAF Regulation 26). Only International classes can hold World Championships and that is strictly enforced.

What is “Best Practice?”

Definitions and general information, plucked from internet resources

- 1) A management idea which asserts there is a method or activity that is more effective at delivering a particular outcome than any other.

- 2) Any practice, experience, know-how or knowledge that has proven to be valuable or effective in a specific situation that may have applicability in another part of the world. ...

- 3) A best practice is a technique or methodology that, through experience and research, has proven to reliably lead to a desired result. A commitment to using the best practices in any field is a commitment to using all the knowledge and technology at one’s disposal to ensure success. The term is used frequently in the fields of health care, government administration, the education system, project management, hardware and software product development, and elsewhere.

- 4) An iterative (meaning repetitive) development process, which progresses in incremental stages, helps to maintain a focus on manageable tasks and ensures that earlier stages are successful before the later stages are attempted.

- 5) The notion of a best practice is not new. Frederick Taylor said as much nearly 100 years ago: “among the various methods and implements used in each element of each trade there is always one method and one implement which is quicker and better than any of the rest.”

- 6) A best practice tends to spread throughout a field or industry after a success has been demonstrated. However, it is often noted that demonstrated best practices can be slow to spread, even within an organization. According to the American Productivity & Quality Center, the three main barriers to adoption of a best practice are a lack of knowledge about current best practices, a lack of motivation to make changes involved in their adoption, and a lack of knowledge and skills required to do so.

- 7) The notion of ‘best practices’ does not commit people or companies to one inflexible, unchanging practice. Instead, Best Practices is a philosophical approach based around continuous learning and continual improvement

History, however, is filled with examples of people who were unwilling to accept the industry standard as the best way to do anything.

In the 1968 Summer Olympics where a young man named Dick Fosbury revolutionized high-jumping technique. Using an approach that became known as the Fosbury Flop, he won the gold medal (in a new Olympic record height of 7 ft 4 1/4 in), by going over the bar back-first instead of head-first. Had he relied on ‘best practice,’ as did all of his fellow competitors, he probably would not have won the event. Instead, by ignoring ‘Best Practice,’ he raised the performance bar—literally—for everyone. At the same time, however, he inadvertently created the new ‘Best Practice,’ which has become the only high jump technique ever since. The purpose of any standard is to provide a kind of plumb line, and therefore that standard must be, “What is possible?” and not, “what is somebody else doing?” (Hoag & Cooper, 2006).

In real-world application, Best Practice is a very useful concept. Despite the need to improve on processes as times change and things evolve, Best Practice is considered by some as a business buzzword used to describe the process of developing and following a standard way of doing things that multiple organizations can use for management, policy, and especially software systems.

Areas for National Classes to consider:

- Class rules and enforcement
- Measurement techniques
- Growth activities
- Communication
- Management of Fleets
- Event Management
- Class Association Management- officers, terms, ethics, and other governance

Notes:

Vertical lines for writing notes.

Making Your Class Attractive – Photos Enhance Class Marketing Efforts

Fried Elliot

Notes: Download Fried’s presentation at www.friedbits.com/downloads/ODSS2007.zip

Notes:

Lined area for taking notes, consisting of 11 vertical lines creating 10 columns.

One-Design & Insurance 101

Sarah Davidson

Insurance for Class Associations

Myths...”We don’t need Burgee because...”

- Regatta liability covers us . . .
- We don’t own property . . .
- Class officers don’t need to be insured by the class . . .
- Each competitor has insurance . . .
- Yacht Clubs host the regatta, the class is just the co-sponsor
- Regatta Liability covers us . . .

Why would we spend the money if we don’t have any exposures?

Regatta Liability

FACT: Regatta liability **ONLY** protects the class association while the event occurs on the water.

FACT: The injured party must prove negligence by the class association in the running of the race.

FACT: Race organizers are more likely to experience injuries on land while launching boats or in the beer tent. Regatta Liability does not cover on land activities or liquor liability.

Class Association as co-sponsor of event

FACT: As the organizing authority of a regatta, you will need to show a Certificate of Insurance to the state park or public sailing facility.

FACT: Yacht clubs will not always add the Class Association as additional insureds.

Class Association Property

While the class may not own property or boats, they might have:

- Perpetual trophies
- Computers & printers
- Rent office space
- Host a website
- Class Dues or regatta wearable
- Class Association officers & members

Class Association Liability

FACT: All volunteers, class officers and members acting on behalf of the class association can be sued:

- When they work a regatta
- Lend their boat to a coach, competitor or race committee
- Organize class newsletters and websites.

Example - Class Association Members Driving Young Sailors to Events

- An able parent hooks up a class owned multi boat trailer, ties down 6 boats and rigs and hits the road.
- The driver has an accident, while the auto policy is primary, the accident will likely result in a claim against your one design class.

Class Association Borrows Boats

FACT: Boat owners loan or charter their boat to a competitor or race committee for a regatta.

FACT: Boat owners don’t like to file claims under their own insurance in these situations.

FACT: Competitors borrow or charter boats from the class through a boat dealer or manufacturer.

Who is eligible for Burgee?

What does the Burgee Package cover?

- Burgee Program includes:
 - o Regatta Liability
 - o Borrowed Boat
 - o General Liability on land
 - o P & I on water
 - o Liquor liability
- Additional Protection Available
 - o Forefront D&O
 - o Crime- Employee Dishonesty
 - o Workers Compensation
 - o Extend the amount of coverage by adding umbrella

Notes:

One-Design & Insurance 101

Sarah Davidson

- Who is eligible for the Burgee Program?
 - Class Associations
 - Organized Fleets
 - Area YRA's

ONE DESIGN INSURANCE

Insurance for individuals to consider when insuring their One Design boat

FACT: Many insurance companies no longer write racing sailboats.

FACT: Many homeowner policies exclude racing. Be sure to call your agent.

FACT: NOR's are increasingly requiring proof of 3rd party liability

US SAILING Endorsed One Design Insurance Program

The One Design Insurance Program is

- Managed by people who share your passion
- Designed by sailors for sailors
- In house claim specialist

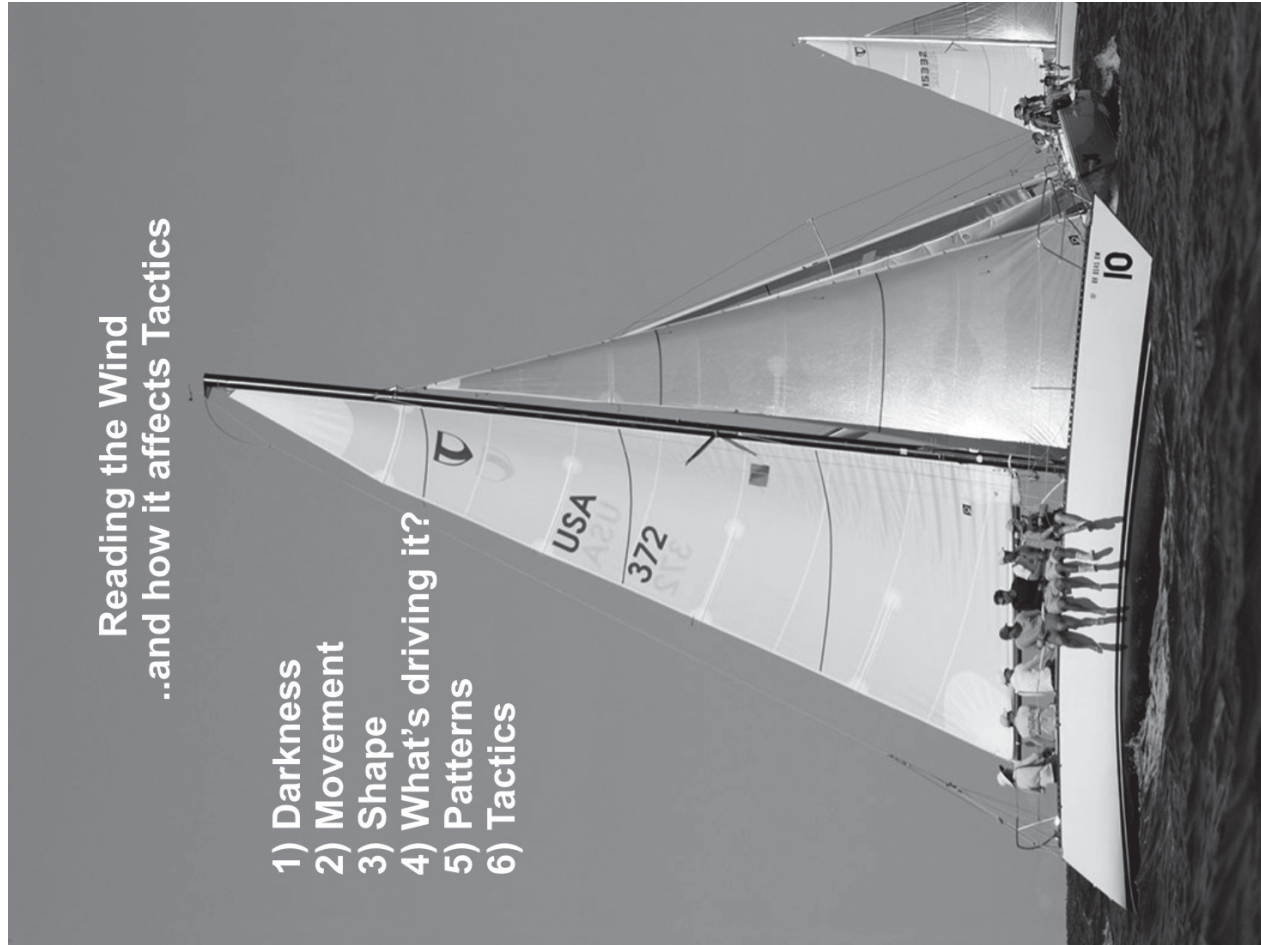
Program Highlights:

- Agreed Value Hull Coverage
- High limits of liability available
- Crew coverage available
- Worldwide coverage optional
- Trailer coverage optional
- Charter coverage available

Notes:

Sail Fast #1 & #2 – Reading the Wind & How It Affects Tactics

Skip Dieball, Tom Hubbell



Notes:

Notes:

What RC's Need to Know to Run Your Regatta

John Strassman

- 1) Selecting Your Team
 - a) PROs/ Race Committees and a Class need to be a good fit
 - b) Race Management is really a formalized communication protocol
 - c) RC's really do want to give the customers what they want – at least the good ones
 - d) Who picks RC? Host Club, Organizing Authority or Class Organization?
 - e) Where to find Race Officers
 - f) Need to determine how the other party communicates
 - g) Outcome of process will determine Look and Feel of event

- 2) Don't Re-invent the Wheel
 - a) Class Championship Conditions/Requirements of Championship in Class Rules
A few examples among many:
Lightnings: <http://www.lightningclass.org/technical/>
Thistles: <http://www.thisleclass.com/>
J-24's: <http://www.j24class.org/usa/rc/index.htm>
470's: http://www.470.org/IMG/pdf/manual_jul07_2_.pdf
 - b) Class Championship Liaison person or committee
 - c) Class regulations need to be living docs - examine best current practices
 - d) Regatta management systems

- 3) The Boiler Plate
 - a) The role of the Organizing Authority (RRS 88)
 - b) Appointment of Race Officers (RRS 88.2)
 - c) Race Committee; Sailing Instruction (RRS 89.2)
 - d) Scoring (RRS 89.3)
 - e) Protest Committee (RRS 90)
 - f) Appendix P & on-the-water RRS 42 judging

- 4) Notice of Race and Sailing Instructions
 - a) RRS Appendixes J, K & L
 - b) RRS 86 vis-à-vis Appendix J2.2
 - c) Sort out the special things the class may want. Balance between tradition and best current practices.

- 5) A new tool: "Intentions of Race Committee" for on-the-water intangibles

- 6) Q&A: Sea stories, exaggerations and outright lies

Notes:

Public Relations - Getting the Word Out

Marlieke Eaton

The importance of communication

Communication has always been very important and with today's technology, the different ways in which you can communicate with others is becoming increasingly faster and easier, but also more demanding for the communicator.

How do you get the word out about your event or your class?

1. Newsletter (snail mail or electronic mail)
2. Website
3. Advertising
4. Media relations

Media Relations - 'Free Advertising'

While a lot has changed about the ways we communicate, one thing remains the same: media relations are very important and can have direct impact on the welfare of you class or success of your event.

An overview of how to get (free) publicity:

- How to get more visibility for your class/event with local media
- Visibility through sailing magazines
- How to write a news release
- Visibility through US SAILING

Notes:

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Skin Cancer Basics: Importance of Sun Protection

Dr. Tim Storer

Effects of Sun on the Skin

- Sunburn
 - pain, swelling, blistering
 - fever, chill, nausea
 - a single bad burn as a child increases your skin's susceptibility to damage and skin cancer throughout life
- Tanning
 - mistakenly seen as looking "good or healthy"
 - in reality, it's a form of sun damage
- Premature Wrinkling
 - changes the texture of and weakens the elasticity
 - sagging cheeks and deep wrinkles
 - if never exposed to the sun, skin would look like the smooth skin on the buttocks
- Skin Cancer
 - most prevalent of all types of cancers
 - more than 1 million new cases will be diagnosed in the US this year
 - incidence is increasing faster than any other cancer
 - 1 in 5 Americans will develop during their lifetime
- The World Health Organization (WHO) estimates that 60,000 people a year worldwide die from too much sun, mostly from malignant skin cancer
 - 90% of these skin cancers are caused by ultraviolet (UV) light from the sun

Normal Skin Layers

- nucleus (blue dots) contain DNA (blueprints)
- normally, a cell creates an exact copy of itself and divides at a controlled rate
- ultraviolet (UV) rays cause damage to the DNA (blueprint) in the skin cells
- When damage occurs in portion of the DNA that controls cell division rate, cell begins to divide uncontrollably
- usually the skin's immune system can repair this damage before gene mutations (errors) occur and cells grow uncontrollably

- when the skin's immune system cannot repair the damaged DNA or the damage occurs faster than it can be repaired, cancer develops
- Risk Increases With:
 - Age
 - Fair skin, esp:
 - blond or red hair
 - blue or green eyes
 - Sun sensitive - tendency to burn or freckle rather than tan
 - Exposure to UV rays from the sun OR tanning beds
 - Sunburns, especially blistering
 - Personal or Family history of melanoma or other skin cancers
 - Overexposure to x-rays, including x-ray treatments for acne
 - Weakened immune system caused by a disease (HIV, lymphoma) or a medication (organ transplantation, severe arthritis)

Types of Skin Cancer

- Three types make up >99% of all skin cancer
 - 1) Basal Cell Carcinoma
 - 2) Squamous Cell Carcinoma
 - 3) Melanoma
- each is named for the type of cell in which the DNA damage occurs and that is dividing uncontrollably

Basal Cell Carcinoma

- Most common form of skin cancer (80%)
- Most common cancer in humans
- ~1 million new cases in US each year
- Originates in the deepest layer of the epidermis
- most often on sun-exposed areas
- face, scalp, ears, neck, chest, hands, back, and legs
 - Can rarely occur on sun-protected skin
- Most frequently in fair-skinned but can occur in darker skin
- Slow growing
- Many months or years to reach ½ inch diameter
- Rarely metastasizes (<0.01%)

Notes:

Skin Cancer Basics: Importance of Sun Protection

Dr. Tim Storer

- If untreated, will begin to bleed/won't heal
 - ultimately erode below the skin to bone and nerves causing extensive local damage
- Treatment
 - **Surgical excision**, curettage-electrodesiccation, topical chemo therapy, radiation
 - Regular follow-up visits (40% greater risk of developing another skin cancer in the next five years)

- Each person with a first-degree relative diagnosed with melanoma has a 50% greater chance of developing melanoma than a person who does not have a FMHx
 - Can occur anywhere on body
 - Most commonly on back, buttocks, legs, scalp, neck
- Treatment
 - Surgical excision (if detected and removed early cure rate around 95%)
- If metastasizes, chemotherapies available but none have been found to prolong survival

Squamous Cell Carcinoma

- 2nd most common form of skin cancer
 - > 250,000 new cases in US/year
- Originate from the cells in the spiny layer of the epidermis
- Most frequently on sun exposed areas
- Rim of ear, face, lower lips, bald scalp, shoulders, arms
- Primarily fair-skinned but rarely dark-skinned individuals
- Can be slow or rapidly growing
- <3% can metastasize (more than BCC)
- Treatment
 - **Surgical excision**, curettage-electrodesiccation, radiation
 - Regular follow-up visits (40% greater risk of developing another skin cancer in the next five years)
- Often begin as Actinic Keratosis
 - Considered “pre-skin cancers”
 - < 1 in 100 (0.25-1%) progress to SCC
 - Most commonly tx'ed with cryosurgery, topical chemotherapy

ABCDEs of Melanoma

- Asymmetry
 - Border Irrregularity
 - Color variation
 - Diameter - >6mm (pencil eraser)
 - Evolving - any change in size, shape, color, elevation
- ## Early Detection
- With early detection and proper treatment, skin cancer is highly curable!
 - Self-examinations every month
 - Become familiar with your moles, blemishes, lesions and look for any changes
 - Use a handheld mirror to check difficult to see areas (can occur on any skin)
 - See a dermatologist if any changes
 - Skin exam by physician 1X/yr

Melanoma

- 4% of skin cancers
- Most serious type because of it's ability to spread past the skin
 - 1 American dies of melanoma almost every hour (65 mins)
 - Est. 59,000 new cases & 8,100 deaths in 2007
- Originates in melanocytes (cells which make the pigment that cause the skin to be tan)
 - fair-skinned individuals with more extensive UV exposure
 - unlike others, genetics (FMHx) has a role

Prevention

- Avoid deliberate tanning
- Seek shade - The sun's rays are strongest between 10 a.m. and 4 p.m.
- Wear protective clothing
 - wide-brimmed hat, long-sleeved shirt, pants, sunglasses
 - tighter weave, more protection
- Get vitamin D safely through a healthy diet
- Good sources: fortified milk/OJ/cereal, salmon, eggs
- No sunscreen blocks 100% UV

Notes:

Skin Cancer Basics: Importance of Sun Protection

Dr. Tim Storer

Sunscreen Use

- Every day
 - use a sunscreen with an SPF 15 or higher on exposed skin
- When planning to be outside
 - Apply 1 ounce (enough to fill a shot glass) of sunscreen to entire body
 - 30 minutes before going outside
 - Reapply every two hours (even on cloudy days)
- Sunscreen
 - Work by absorbing, reflecting, scattering UV rays on the skin
- Sun Protection Factor (SPF)
 - Measures sunscreen's ability to protect skin from UVB (responsible for burning and cancers)
 - If it takes 20 minutes for unprotected skin to turn red, SPF 15 theoretically prevents reddening 15 times longer — about five hours
 - Doesn't measure ability to block UVA (responsible for photoaging and cancers)
- Broad-spectrum sunscreen
 - Protects against UVA and UVB rays
 - UVA protection components slowly breakdown with sun exposure
 - Stabilizing complexes help UVA defense stay strong and steady longer

References

- Skin Cancer Foundation
 - www.skincancer.org
- American Academy of Dermatology
 - www.aad.org
- SkinCancerNet
 - www.skincarephysicians.com
- storer@smithclinic.com

Notes:

Successful Measurement Practices

David Sprague & Jim Capron

The objective of the talk is to outline what a Measurer does for the class and how they can be best utilized by the Class. This will focus on information for Class Officers and be of interest for current Measurers as well. We will try to answer the following questions.

- What is the role of a Class Measurer?
- What do they do?
 - Before Regattas
 - During the measurement period
 - During the racing
 - After the racing
- Who are they and Where do they come from?
- How does a Class use them best?
- How can a Class help them?
- How do you develop them?

We will also try to help with what the US Sailing and Classes relationships are Measurers and;

- Resources for Classes and Measurers regarding Measuring

Questions?

Notes:

Selling & Fulfilling Sponsorship

Dan Cooney

Dan Cooney, shares ways to effectively market your fleet, class and club to sponsors. New ways to communicate with your sailors while driving value for sponsors will be discussed.

Notes:

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Sail Fast #3 – One-Design Safety & Seamanship

Tom Hubbell & Dave Rosekrans

Purpose: Create awareness and motivation for sailors to prevent and be prepared for emergencies.

1. Audience participation: What accidents have happened at sailing clubs? What else could happen?

Rank order possible incidents.

2. Two events: MC Scow story, Chicago 10/07, and purpose of seminar

3. How to be prepared -

- Know the laws. (Ohio Boat Operators Guide)
- Good Samaritan laws
- Develop protocols to be prepared.
- Yacht Club Safety Manual available with the Burgee Insurance Program from US SAILING

4. Prevention -

- Marine hypothermia story
- Sailing Skills – (Heavy Weather Sailing from Coach TCA)
- Radios - carry VHF whether or not it is legal in your class
- Life jacket data (USCG)

5. Questions and discussion

Notes:

Righting a Capsized Sailboat

Adapted from the US SAILING Powerboat Course, Intercollegiate Sailing manual and the Interscholastic Sailing manual. Dave Rosekrans April 21, 2007

1. Safety of the sailors comes first. Approach slowly and establish voice contact. Ask whether all sailors are OK. Check for signs of injury, fatigue, or hypothermia. Rescue anyone in need of assistance.
2. Talk with the sailors about what you are going to do.
3. Ask the crew to uncleat the main and jib sheets and release the boom vang
4. Ask the sailors to let go of the rudder and let the boat swing nose into the wind.
5. Ask at least one sailor to stand on the centerboard and as the boat comes up the swings his leg over the side and moves into the cockpit as the boat rights. For sideboard boats and some large sailboats, the sailor should position him/herself to be scooped into the boat as it comes upright. If other sailors stay in the water, they should help keep the righted boat from re-capsizing.
6. Approach the sailboat perpendicular to the mast on the forestay side to keep the powerboat away from sailors near the cockpit and to avoid running over the mainsail.
7. Make contact with the top of the mast or with the forestay near the top.
8. Lift the mast up and move hand over hand down the mast and shroud to bring the boat upright.
9. The skipper takes the filler and keeps the boat headed into the wind. After the other sailors are on board, in a self rescuing boat, head off the wind slightly and bail if needed. On other boats, drop the sails and pump the water out.
10. If the boat turtles, the centerboard may slip back into the boat. Boards are heavy so be careful when the board moves as the boat is righted. Place a jib sheet or other line over the high side of the boat. Crew members should stand on the opposite gunwale and lean out using the sheet for support. When the boat has reached the mast horizontal, right as above.
11. If you are unable to right the boat the sailors should be rescued and, if advisable or necessary, returned to shore. If the sailboat must be left unattended, if possible, anchor it to keep it from drifting. Also, tie a float under the mast tip to prevent the boat from turtling. The recovery of an abandoned sailboat should not be attempted until conditions are favorable.
12. If the mast is stuck in the mud, determine its direction. Without putting any more weight on the boat than necessary, attach a line to the exposed side stay at the deck and have the safety boat carefully pull on that line at right angles to the length of the boat. The forestay should not be used as it may cause the mast to bend before it comes free.

TOWING

1. If a sailboat has been damaged or if the sailors are not able to sail, it may be necessary to tow it ashore. A safety boat should be prepared with a proper tow line, about three times the length of the boat to be towed.
2. The safety boat crew should determine where the line will be secured to the safety boat, and the preferred point of attachment to the sailboat (either attach it to a strong fitting on the bow of the sailboat or tie it around the mast at the deck).
3. If possible, rig a bridle to reduce the tendency of the towed boat to pull the safety boat to one side or the other. The length of line to pay out varies with the speed of the towing boat. The bow of the towed boat should ride up on the first or second stern wake of the safety boat, so the tow does not wander from side to side.
4. The safety boat should begin to tow slowly as a crew member pays out the line, watching to see that it does not fall in the water and become caught in the safety boat's propeller. The safety boat should accelerate gradually so there is no sudden strain on either boat. Then, the length of the towline should be adjusted to make the towed boat ride properly. Once the towed boat is positioned, the safety boat can proceed at a suitable and constant speed.
5. It is best to tow a boat with the centerboard fully raised and with someone in the boat, sitting aft, to steer it behind the safety boat. If no one is in the towed boat, the rudder should be removed.

Cowan Lake Sailing Association

Medical Emergency Protocol

Version 2a, April 2007

Prepared by Max Davis, Safety Committee (937) 648-9503 hdavis1@woh.rr.com

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1. PURPOSE

The purpose of this protocol is to provide planning and local procedures for responding to medical emergencies and injuries that will:

1. Increase the survival rate from medical emergencies
2. Improve the first aid care for injuries and medical complaints

2. OBJECTIVES

1. To encourage the use, by CLSA members, of current CPR/AED and First Aid procedures and training provided by the American Red Cross and the American Heart Association.
2. To provide location specific guidance for CLSA member first responders in handling medical emergencies and expediting transfer of patients to the Clinton County Emergency Medical System.
3. To describe the first aid and CPR/AED equipment and supplies required and locations where stored by the CLSA.
4. To support the fleets and members by providing information, training, acquiring and devising equipment suited for the general and unique needs of the sailing association.

3. DEFINITIONS

1. Medical Emergency – A condition caused by illness, the environment, or severe trauma where the possibility for the patients survival depend on early recognition of the emergency problem, prompt activation of the Emergency

Medical System, appropriate treatment by the first responders and transfer of the patient to the EMS Squad as soon as possible. Examples:

- (1) Cardiac arrest (patient unconscious with no vital signs)
- (2) Heart attack (patient is conscious)
- (3) Stroke
- (4) Respiratory arrest (Drowning)
- (5) Airway blockage (choking)
- (6) Shock – all kinds
- (7) Severe Trauma
- (8) Diabetic Coma

2. Emergency Medical System – Includes Hospital ER, Life Squad – the technician and medical personnel that support the patient after the first responder. Life Squad runs are made for life endangering conditions, not for minor illnesses and injuries that can be transported by personal automobile.
3. CPR – Cardiopulmonary Resuscitation – A procedure involving chest compressions and artificial ventilation for victims of cardiac arrest
4. AED – Automatic External Defibrillator – An automatic device used by first responders for cardiac defibrillation
5. First responder – the person who provides the initial patient care before the arrival or transportation to the EMS. Knowing what to do for the patient on the scene and how to activate the EMS system is taught in CPR/AED and First Aid courses.

4. EMS CONTACTS AND TELEPHONE NUMBERS

Clinton County EMS - Lake Cowan is in Clinton County. Emergency Medical Squads are dispatched by the Clinton County Dispatcher working for the County Sheriff, located in Wilmington, the Clinton County Seat. The dispatcher is reached by calling 911. All Clinton County Emergency Squads take their patients to the Clinton Memorial Hospital, 610 W Main Street, Wilmington OH 45177
EMS RESPONDERS AT LAKE COWAN- The Wilmington squad is dispatched to the north shore of Lake Cowan. The Clarksville squad is dispatched to the south shore.

5. CLSA FIRST AID AND EMERGENCY EQUIPMENT

CLSA maintains 3 first aid kits containing general first aid supplies (adhesive bandages, sterile dressings, and roller bandages, tube of antibiotic ointment, sunscreen, examination gloves, a CPR face mask, small towels, a cold pack, and other items). An Automatic External Defibrillator (AED), purchased and put into service in 2006, is located in the club house kitchen first aid cabinets The AED should be taken to emergency site when needed. Other contents in the AED case include a towel, extra shock pads, safety razor, and EMS Contact procedure list, AED Instructions, waterproof paper, and pen.

The first aid cabinet is locked with a combination lock using the standard club combination. A note should be left in the First Aid Kit when supplies are used or when a shortage unfilled need is noted.

Item	Location	When
First Aid Kit	Pink Lady	Permanent
Plastic spine board	Pink Lady	Proposed for future
First Aid Kit	Committee Boat	Permanent
First Aid cabinet	Club house	Permanent
First Aid Supplies	Club House	Permanent
AFD	Club House	Permanent

6. TRAINING

Members are encouraged to become trained and keep current in First Aid and CPR/AED from the American Red Cross and or the American Heart Association. Fleet Captains should be aware of trained sailors in their fleets.

The Safety Committee will schedule American Red Cross CPR/AED Training at the Club House each year and post the training schedules on the CLSA web site.

Members are responsible for their own training fees. Members holding current instructor cards are encouraged to serve as instructors in club CPR/AED training courses

7. CONTACTING EMS FROM LAKE COWAN

Call 911 to contact the Clinton County Sheriff's dispatcher about an emergency medical situation, a crime, or a fire.

When 911 is called from a land line telephone, the location of the caller is displayed on a screen for the dispatcher. Cellular telephone that can make calls from Cowan Lake can be used to call 911. Although all cell phone users are charged a monthly 911 fee, the triangulation system for locating cell phones making 911 calls is not operational in most of Ohio, and that includes Clinton County. Therefore cell phone users must provide their current location to the emergency dispatcher.

When calling 911 from a land location:

1. Identify yourself and your location
2. Provide telephone number where you can be reached for a call back
3. Describe the Emergency (Medical, Fire, Crime)
4. If there is a victim(s) provide
 - a. Number of victims
 - b. For each victim
 1. Description ,approximate age, gender, approximate weight and height
 2. Condition, complaints, level of consciousness, injuries, etc.
 3. What happened, Circumstances leading to the problem.
 4. What has and is being done
 5. Where the Emergency Squad can find the victim
 - c. Ask if there are any instructions before squad arrives
5. DO NOT HANG UP FIRST. Let the dispatcher hang up first.
6. If EMS is required while on the lake, the situation is complicated by several factors:
 - How will the Emergency Dispatcher be called?

- What is the quickest way to get the victim to the shore where the Life Squad can be met?
- Where are the best boat-to-ambulance transfer points?

If in a sailboat with no operating cell phone when the committee boat or Pink Lady or race Jon boat are near, hail the nearest and request that EMS be notified and that urgent transportation to a shore transfer point be immediately provided. The Race/Safety Committee should make the call, and arrange for transportation to the shore transfer point and, if indicated and possible, send the CLSA AED to the victim's location. The Pink Lady or Committee Boat would normally be the best choice for transporting the victim on the water since there is deck space, a first aid kit is aboard and the boat can speed directly to a transfer point. Use of an AED on a metal deck has not been approved. Insulation such as a plastic spine board or dry blankets under the victim is needed.

If a medical emergency happens while sailing alone, hoist the emergency flag, try to hail a motor boat and request assistance, and if you have one, use a cell phone to call 911.

Patient Transfer Points

1) South Shore

- a) CLSA Clubhouse – Clarksville Squad will pick up patients at the clubhouse. Conditions permitting, the ambulance could drive to the dock area. Carrying a patient from the dock area to the club house will require a stretcher or a spine board and at least four and preferably more carriers. It is a long hill and will require several minutes to bring a patient up to the club house. If CPR is being administered, several breaks will be required during the ascent.
- b) South Marina – Launch Ramps are good transfer points because the ambulance and the gurney can be taken to the water's edge – The ramp nearest the Marina office may be better because of the nearby land line telephone.
- c) Launch Ramp near boat docks at east end of Lake Cowan.

2) North Shore Launch Ramp near Beach – end of the Campground Road

8. CLSA SAFETY VESSEL GUIDELINES APPLY

When approaching a possible on the water medical emergency while on the CLSA Safety Vessel or other vessel, use the current "CLSA Safety Vessel Guidelines" approved by the CLSA Board. Note that these guidelines apply to all users of the lake that may require emergency assistance, not just those who are CLSA member.

9. IMPORTANT TELEPHONE NUMBERS

CLINTON COUNTY EMERGENCY DISPATCHER	911
CLSA Clubhouse	937-289-2522
COWAN LAKE State Park	937-382-1096
CLINTON COUNTY SHERIFF	937-382-1611
CLINTON MEMORIAL HOSPITAL	937-382-6611
SOUTH SHORE MARINA	937-289-2656
CLSA COMMODORE, Sandy Eustis	513-325-8850

[MAP OF LAKE WAS REMOVED FROM DOCUMENT]

Add Women to Your Fleet (and Watch It Grow) Women's Panel Discussion

Janet Baxter, Connie Agüero, Sherrrie Desmond, Heidi Backus-Riddle, Gretchen Backus-Loper

Notes:

Lightning Boat Grants - Who, What, Where, WHY?

Jan & Steve Davis

Background

- The Lightning Class wanted an innovative way to attract the interest of younger sailors. We have tried the traditional methods of having young people crew, working hard to promote our Junior North Americans & Youth World Championships, but felt it was time to try something new. Our real goal was to create a program that got the Lightning into the hands of young people and to have our Class grow with youth.

Objective

- Expose young racers to the Lightning boat and its Class activities/events.
- Re-introduce the Lightning Class to the sailing community. Many sailors haven't seen or sailed Lightnings in years and we wanted to show that the Class Association is active, strong and investing in its future growth. Articles about the program appeared in *SAIL Magazine*, *Sailing World Magazine*, *Sailing Anarchy*, *Sailing Scuttlebutt*, *US Sailing e-mail and website*, *Spin Sheet*, *ILCA Flashes*. Press Releases went to the College Sailing List as the High School Sailing List.

Budget

- \$35,000 allocated from the ILCA Fund for first year to cover boat purchases, insurance, traveling expenses, entry fees etc.

The Program

We decided to begin the program by offering two grants. Each grant would include the use of a competitive boat for the season and money for regatta expenses, boat maintenance and insurance. We purchased one boat and while looking for a second boat, a nearly-new boat was donated to the program. Additionally, the use of another almost-new boat was donated to the program and one of our builders loaned us a brand new boat for the season. Quickly the scope of our program doubled and we were able to grant four boats instead of two.

- Who should apply?
 - High School students, College students, Grad students, recent grads

- Requirements
 - Sailing resume for skipper and crews, letters of recommendation, two sailing references. If applicant is under 18, a letter from a parent or guardian.
- Selection Process
 - Committee of six volunteers with geographic diversity rate each application per the Criteria
 - For 2008 applications due to Class Office December 1. Committee Review December 15 - January 15. Applicants notified prior to February 1.
- Selection Criteria (published on website along with application)
 - Age of team
 - Financial need of team
 - Plan for use of boat
 - Proximity to an established Lightning fleet
 - Strength of sailing resume
 - Strength of recommendations
 - Ability to maintain boat
 - Ability to travel
 - Ability to store boat
- Frequently asked questions & answers (published on website)
 - *Q - What expenses are covered?*
 - *A - We will provide the boat, competitive sails, insurance, and entry fees for all Lightning Class regattas that you sail. We have also included some money in the program for maintenance so if the boat needs some new line or you need to repair a damaged part, that will be covered as well. We want you to sail a lot of events. In some cases we may help with your travel expenses, depending on the strength of your proposal.*

Part of the your proposal should include a list of regattas that you want to attend, a budget, and a plan. The funding depends on the strength of your proposal and your need for financial aid. We would strongly recommend that you discuss your job and your ability to incur some of these expenses.

Notes:

Lightning Boat Grants - Who, What, Where, WHY?

Jan & Steve Davis

- *Q - What costs will I incur?*
A - You and your crew will need to join the ILC.A, Skipper dues are \$45 and Crew dues are \$10 each. You will also need to pay the deductible if you damage the boat and need to make an insurance claim. You will need to pay any fees associated with storing the boat at a club or sailing center. You will need to pay travel expenses for going to regattas. Often times regatta hosts will offer free housing to competitors which greatly reduces your expenses.
- *Q - I am 24, and I am in graduate school full time. Am I eligible for the program?*
A - Yes, Absolutely! The program is geared to help YOUNG people who have a desire to race a boat but do not have the resources to be able to do it. The class wants to do whatever it can to get people like you to start racing boats and enable you to get on the race course.
- *Q - Are there any regattas I am required to go to?*
A - No, you are not required to go to any regattas, but the more regattas that you plan to do and put on your application, the better chance you have to being granted a boat. The North Americans, ACC's, Districts, are all big important events, which we encourage participation in. Also if you are a junior, the Junior North Americans would be a great regatta, especially with the Lightning Youth Worlds happening in Canada in 2008.
- *Q - After I sail the boat granted to me for one year, I decide I really love the boat and want to keep it! Will this be possible?*
A - In some cases, the boat will be available to be purchased at the end of the season, and it would be the best thing that we could hope for. We would work with you to figure out the details to make it easy for you to purchase the boat and to continue to race with the ILC.A.
- *Q - What/Who is the mentor and what will they do for me?*
A - The mentor is the best part of the program. The mentor will be a member from a local fleet with a lot of Lightning knowledge who will be able to help you get started, show you how to rig the boat, tune, boat handling techniques, you name it. They are there to help YOU. They are also there to help watch over the boat and ensure that it is being taken care of and that its being used and cared for. The mentor will be available to answer your questions, help with regatta planning,

and help you get the most out of your Lightning. He or she may be able to help coach, assist, and even sail with you from time to time. They are there to make your experience positive and to help you learn as much as possible

First Year Experience

- Insurance
 - ~\$500 per team, arranged through a Class member
- Marketing
 - Strongest supporters were *Sailing World and Scuttlebutt*.
- Boats/Donors
 - One Manufacturer donated a new boat to be used for the season.
 - One member made his new boat available to a sailor for the season.
 - 2 boats were donated to the Boat Grant Program. The program sold unsuitable (ie non-competitive) boats and funds were used to pay for program expenses.
 - 3 sail makers donated the use of new suits of sails.
 - Members donated cash, sails, covers, rudders, spare parts etc.
 - Top quality items were kept, unneeded items were sold.
- Applicants
 - 15 Applications received. 4 boats granted, 3 in the US and 1 in Canada
 - Profile – sailors from 14-26 yrs of age. Some with Lightning experience, most none. Some applicants developed teams of up to 10 crew members.
- Volunteer Commitment
 - Core Committee of two HUGE time commitment to develop the concept and program structure and to implement it in the first year.
 - Application review committee read all applications and scored them.
 - Mentor/Fleet support.
 - Class members hauled boats across the country, worked on repairing boats, mentored, housed, fed, coached and encouraged the grant recipients.

Notes:

Lightning Boat Grants - Who, What, Where, WHY?

Jan & Steve Davis

- Financial Results
 - Some donors to the ICLA fund were initially skeptical of the wisdom of the concept.
 - Donations VASTLY exceeded our wildest expectations.
 - Cash outlay was required but donations to the ICLA fund increased due to the incredible enthusiasm for the program and generosity of our members.
- Class Support
 - Enthusiasm and support for the program grew as the season progressed and members were exposed to the grant recipients. Additional volunteers came forward as well.

Second Year

- The ILCA is excited to continue the program in 2008. We are starting the application process earlier in the year.
- The Class has received another donated boat and both of our builders are donating the use of a new boat for the 2008 season.
- The Boat Grant program is exploring the possibility of expanding the program to Europe and/or South America in the future.
- The ILCA is exploring opportunities to offer a purchase/finance system so the grantees can purchase the boats at the end of the year.
- The Class office will expand its coverage, via website and articles in *Flashes*, about the grantees and their activities throughout the season.
- The Class hopes to build on the positive publicity to ensure that all eligible young sailors know about the Boat Grant Program.

Notes:

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Sail Fast #4 & #5 – Sailing Pitfalls (Lessons Learned)

Skip Dieball, Tom Hubbell



Notes:

Notes:

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In vigorating Fleets Panel Discussion

Jerelyn Biehl, Moderator – Mark Andrews, Matt Bounds, Scott Latham, Ron Stryker, Dr. Stuart Walker

Notes:

Winning Moves in One-Designs

Dave Perry

Dave will describe some tactical moves that can help win races, and will highlight the rules that apply in each.

Notes:

Sportmanship

Dave Perry

Dave will lead a discussion on ways class and event organizers can foster better sportmanship among the competitors.

Notes:

Coordinating Class Membership, Registration & Results

Ken Taylor, President, Regatta Network, taylor@regattanetwork.com, (866) 987-2638

- 1) Introduction to US SAILING Regatta Network
- 2) A Little History ...
- 3) Classes Today Run on Data
- 4) Regattas Today Run On Data
- 5) 10 Things you should know about data management for your Class, Club or Event
 - a) There's more to online renewals/registration than a PDF or Word download
 - b) Online renewals/registration should do more than just capture data on the skipper and boat
 - c) Online renewals/registration means better and more complete information
 - d) Data can be collected 1x and re-tasked for different uses & audiences
 - e) Online registration/payment processing improves your cash flow
 - f) Membership "Inboxes" streamlines duties for class secretary or membership coordinator
 - g) Integrated email functions reduce marketing and mailing expense
 - h) Online member directories, "members only" websites, etc. add value for Class members
 - i) Centralized event lists, regatta registration, and results expand the audience for your events (and their sponsors) beyond your members & participants.
 - j) Everything for your event should be branded for your club, event, or organization
- 6) Demonstration of One Design Class Membership Management System
- 7) Online event creation & registration demo
- 8) Questions & Answers

One Design Demo website:
www.whodun.net

Demo of US SAILING Regatta Network Event Management system:
www.regattanetwork.com/clubmgmt

Username: `ussailing_demo` Password: `vang2sheet`

Notes:

Non-Profit Organizations – 501(c)3

George Fisher

I. BASIC RESPONSIBILITIES OF A 501(c)(3) ORGANIZATION

IRS Section 501(c)(3) states that for an organization to qualify for tax exempt status it must be organized and operated exclusively for charitable purposes.

This standard is met if the organization engages in activities that accomplishes one or more of exempt purpose defined in the tax code, which includes “educational or fostering national or international amateur sports competition”. In general no part of the income for non profit organization may be distributed to its members, directors or officers. Contributions for which no benefit is received made to a 501(c)(3) organization are tax deductible.

II. PUBLIC CHARITY OR PRIVATE FOUNDATION.

All 501(c)(3) organizations are classified as Private Foundations or Public Charities. The main difference between a Public Charity and a Private Foundation is the source of financial support. A private foundation derives its financial support from a small number of private sources while a public charity is primarily supported by the public. There are four basic ways that an organization can demonstrate that it is not a private foundation:

- Certain organizations are presumed to be public charities, such as churches, schools, hospitals, medical research and organizations who derive at least 33% of the support from public contributions and/or government grants.
- Service provider organizations, i.e. organizations receiving more than one third of their support from contributions and revenues from related business enterprises.
- Support organizations – an organization which is operated to benefit and perform the functions and carry out the purposes of other public charities which is controlled by public charity.
- An organization which is organized and operated exclusively for testing for public safety.

The presumption, unless an organization can show otherwise favors a finding of a private foundation status by the IRS. Private foundations are subject to a number of special excise taxes on passive income, undistributed income, impermissible expenditures, etc. which generally makes private foundation status undesirable.

In any event, a 501(c)(3) organization is absolutely prohibited from engaging in any political campaigning activities, endorsements of candidates, making donations to a candidates campaign, etc.

Usually small non profit organizations will qualify as a public supported 501(c)(3) organization rather than as a private foundation. The distinction between a public supported organization and a private foundation is that private foundation usually is operated with a small number of large donors which require the organization to operate under more stringent rules governing donations. A public charity receives more than one third from contributions from public supported organizations, grants or donations by the general public.

III. TYPE OF ORGANIZATION.

The non-profit organization may be a trust, a limited liability company or a corporation. A corporation would be the most logical type of organization for the purposes that would be formed under this discussion. There would be no individual liability. Any liability resulting from the operation of the corporation would be limited to the assets of the corporation. Officers and directors may be elected annually or a convenient time as set forth in the by-laws of the corporation.

IV. HOW TO FORM A NON-PROFIT CORPORATION AND RECEIVE 501(c)(3) TAX EXEMPTION.

- Choose a name and file a corporation that meets the particular state in which the corporation is being formed.
- Generally there would be Articles of Incorporation and Corporate By-Laws which set forth the operating rules for the corporation.
- Directors must be appointed along with officers who will be determined at the first meeting of the organizers.
- Licenses and permits must be obtained as may be required by the state in which the corporation is formed.

V. APPLYING FOR YOUR 501(c)(3) FEDERAL TAX EXEMPTION.

After the corporate filing has been completed an application would be filed with the Internal Revenue: filing forms 8718-User Fee for Exempt Organization

Notes:

Non-Profit Organizations – 501(c)3

George Fisher

Determination Letter Request and IRS package 1023 Application for Recognition of Exemption.

VI. THERE MAY BE A REQUIREMENT FOR A STATE TAX EXEMPTION.

There are a few states that still require that a separate application be filed for a state tax exemption. Most states as long as you file Non-Profit Articles of Organization and obtain your Federal 501(c)(3) tax exempt status, your state tax exemption will be automatically granted.

VII. LENGTH OF TIME FOR IRS APPROVAL AS A 501(c)(3) ORGANIZATION.

Generally this takes anywhere from two to six months barring any unusual circumstances. Once the application is filed, IRS generally has a number of questions as follow up with a deadline as to when these questions or requests are answered, usually in 14 to 21 days.

VIII. AFTER OBTAINING 501(c)(3) STATUS Filing Requirements

1. If the corporation raises or expends over \$25,000.00 in a calendar year, form 990 or 990-EZ must be filed with the Internal Revenue Service no later than April of the following year.
2. If the organization does not raise over \$25,000.00 in calendar year it is under no obligation to file an annual return with any federal body, however accurate financial records must be filed since in four years form 8734 – *Support Schedule for Advance Ruling Period* must be filed.

IX. MAINTAINING CHARITABLE STATUS AS A 501(c)(3).

After the organization has received its IRS determination letter confirming that it is a 501(c)(3) for a certain period of time (usually five years), if the organization applied for an advance ruling status, at

which time the IRS will review the organization's financial records to determine whether it has received enough public support to continue to qualify as a 501(c)(3). Small donations from a larger number of individuals from the general public will usually be enough to qualify for the organization to continue with a 501(c)(3) status.

X. CONTRIBUTIONS

Donations of non-cash assets

Jobs Act imposes strict substantiation requirements for contributions of boats after 2004 when the claimed value exceeds \$500.00. Under these rules no deductions is allowed unless the donor received or attaches to his or her federal tax return a contemporaneous written acknowledgement from the charity set forth with the name and tax payer identification number, i.e. social security number of the donor and an accurate description or identification number of the boat. If the charity sells the boat without significant intended use or material improvement the acknowledgement must also confirm that the boat was sold as an arms length transaction between unrelated parties and in turn, verify the amount of the gross sales proceeds and include a written warning to the donor, the donor's deduction is limited to the amount of the sales proceeds which the charity is able to sell the boat. This may or may not take place at the same time that the donor delivers the boat to the charity, ie. The donor will report the contribution, the tax year in which the boat is sold by the charity. It may not be the year in which the gift is made. The charity must provide the acknowledgement to the donor within thirty days of the sale of the boat. The charity must also disclose to the Internal Revenue Service the information included in the acknowledgment of the gift given to the donor.

In the event that the charity intends to make significant use of the donated boat or make material improvements, required acknowledgement of the gift must certify that the use and duration of such use or the intended material improvements to be made and that the boat will not be transferred in exchange of money before the completion of such use or improvements. The charity must also provide the donor acknowledgement of the gift within thirty days of the contribution if the charity intends to retain the boat for its own use. Again the charity must disclose to the Internal Revenue Service included in the acknowledgment given to the donor.

Notes:

Non-Profit Organizations – 501(c)(3)

George Fisher

For boats that the charity does not intend to use in its program and accepts solely for sale, the value of the gift is limited to the price for which the boat is sold. For those boats that are either going to be used in the charities program or on which the charity intends to improve and increase its value, although a marine survey is not required, a fair market value will be established based on various book value books and available information for sale prices for boats in similar condition, available comparable sales.

Under the Pension Protection Act of 2006, if you donate property, for example a boat with a value of more than \$5,000.00, and if the organization to which it is donated sells or trades it after the year it was donated but within three years of the contribution and the organization does not provide a written statement confirming that it was used for the organization's purpose or that its intended use became impossible, donor could lose its deduction.

For boats valued over \$5,000.00 but less than \$500,000.00 a marine survey is required and must be kept by the donor for proof of substantiation of the boat's value. The charity should provide a value form listing the pertinent information of the donor's tax identification number, description of the boat, the surveyors name and address and property identification of the boat and the surveyed value.

There are nine terms by the Internal Revenue Service for a "qualified appraiser" including one who has earned an appraiser declaration from a recognized professional appraiser organization and regularly performs appraisals for which the individual receives compensation.

XI. ANNUAL FILINGS BY A 501(c)(3) ORGANIZATION

1. If raised over \$25,000.00 in one year, must file form 990
2. Beginning in 2008 there is a new requirement by the pension protection act of 2006 for filing even though the organization has not raised over \$25,000.00 in one year. The regulations for this particular section are not available at this time.
3. Check your individual state's requirements for filing as a 501(c)(3) organization.
4. If the 501(c)(3) organization is employing any employees, an employment tax return must be filed accordingly.
5. If the 501(c)(3) organization receives unrelated income then there is an annual income tax return required to be filed.

6. If the 501(c)(3) is involved in available "Quid Pro Quo" contributions, and they amount to more than \$250.00 an annual return must be filed setting forth those donations.

7. 501(c)(3) organization returns are always subject to public inspection and if requested, copies must be furnished to the individual requesting the information.

- a. Exemption applications
 - b. Annual returns
 - c. Political organization donations if appropriate
8. Federal form 8282 must be filed if a donor has donated property of \$500.00 or more and its sold within two years, then report on that must be filed within 125 days.
9. Appraisal – Federal form 8283 if a donation required an appraisal (over \$500,000.00)

10. Closure statement for a Quid Pro Quo contribution over \$75.00

11. If ceased operating for a period of time it is not necessary to terminate the organization, however the annual information returns required must be filed each year.

12. If the 501(c)(3) has been liquidated, dissolved or terminated, the annual return of information by the 15th day of the 5th month after the change must be filed.

XII. FEDERAL LAWS RELATING TO 501(c)(3)

- Internal Revenue Service
 - Pension Protection Act of 2006
 - American Jobs Creation Act of 2004
- Laws required for charitable organizations by a particular state in which the organization functions.

Notes:

Speeding Up Measurement at Regattas

David Sprague

The objective of this presentation will be to help class officers and measurers plan and execute a fast measurement process for your next major regatta.

We will cover the following topics:

- Deciding what needs to be measured.
- Working with the regatta organizers before hand
- Planning the location and people needed
- Paperwork, tools and techniques for fast measuring
- Setting up the site
- Recruiting, Training & Scheduling volunteers
- Processes to write up/follow
- Communicating with the competitors
- Doing the pre regatta measuring and follow-up
- On/off water checks
- Protests

Questions?

Notes:

How High School Sailing Can Help Your One-Design Program Grow

Don Shea

1. Overview of high school sailing:
 - Strengths in sportsmanship, education, social, team building, etc
 - Impact on school/yacht club/youth programs
 - Recognition of high school sailors' role in Sailing
 2. Why High School Sailing?
 - Meshes well with educational systems/goals
 - Challenging as any other and much more inclusive
 - Desirable environment which fosters friendships
 3. What is ISSA?
 - Governs secondary school sailing (grades 9-12)
 - Seven districts across the country
 - Founded by North Eastern prep schools in 1930
 - Provides rules, organization, stewardship
 - Three National Championships:
 - Cressy Trophy: Single-handed (Laser)
 - The Baker Trophy: Team racing
 - The Mallory Trophy: Fleet racing
 - It is the only formal co-ed high school sport
 4. ISSA Districts - # of Registrants
[Chart of Districts, teams and participants]
 5. Midwest Interscholastic Sailing Association
high school sailing central[™]
[Graphic]
 6. **Midwest Interscholastic Sailing Association (MISSA)**
 - The regional governing body for Midwest high schools
 - The objective:
 - To provide standardized rules, procedures
 - To create and maintain a balanced schedule.
 - MISSA exists to create the opportunity
 - Offer the sport to as many schools and sailors as possible
- Focus on learning basic seamanship skills through practice and competition
 - Membership is diverse:
 - Public, private
 - Teams: one student sailor to as many as sixty (60)
 - Varsity Sport to parent sponsored club
 - There are three vice presidents - Matt DuBois, Jeff Hudson, Jeff Solum
7. MISSA 2007 Racing Schedule
[Graphic – Racing schedule Academic Year 2007-2008]
 8. Critical Mass and Activity
 - Teams
 - Students
 - Racing schedule – 2007-08
 9. As a Sport, We are Growing
 - Roster sizes and schools
 - Enthusiasm among student sailors
 - Knowledge, skills and accomplishment
 - Parental support – always critical – now a driving force
 10. Challenges We Face
 - Competing interests
 - Fall/Spring outdoor activities/sports
 - Cost
 - Fixed costs
 - Facilities
 - Coaching boat
 - Sails
 - Annual fees
 - Variable costs
 - Coaches
 - Boat maintenance, equipment
 - Sails

How High School Sailing Can Help Your One-Design Program Grow

Don Shea

- [Insurance](#)
 - [Time and travel commitment](#)
11. How do you start a team?
 - Who do you approach?
 - Athletic Director, Activities Director
 - What do they want?
 - No impact – personnel, budget, facilities
 - Inclusion – not a program for “Johnny”
 - Fit with school strategy
 - Offer a new activity, way to get kids involved
 - Students’ – parents’ role
 12. Models to Follow
 - [Graphic of development options]
 13. Why Support High School Sailing?
 - [Financial contribution to club/sailing center based on Fall, Spring and Summer participation]
 14. What’s after high school sailing? Where Do High School Sailors Go?
 - Lasers
 - 29’er
 - Club 420
 - Melges 24
 - Scows – E, MC, M17
 - Shields
 - Snipes
 - Santa Cruz 70’s
 - “Morning Light”
 15. What about College Sailing?
 - MISSA now has more active sailors than at any other time
 - More sailors are building national reputations
 - Going to a “Sailing School” has become a search criteria
 16. MISSA Sailors in College
 - St Mary’s
 - Hobart
 - Tufts
 - Connecticut College
 - Harvard
 - Georgetown
 - Boston College
 - University of Wisconsin
 - University of Michigan
 - Old Dominion University
 - Yale
 - Boston University
 - Dartmouth
 17. Why High School Sailors?
 - High school sailing plugs an important gap in our sport
 - Continuity and Growth
 - Opportunity to
 - Compete more frequently
 - Extend the summer “season”
 - Compete against nationally ranked sailors
 18. Last thought:
 - Sailing is a (lifetime!) sport
 - Sportsmanship
 - Mentally challenging
 - Knowledge built on arcane rules
 - Intricate arguments
 - Skill development
 - Athleticism and dexterity
 - Mastery of difficult tasks
 19. The Faces of High School Sailing ...
 - [Graphic of MISSA Sailors]

Sail Fast #6 – Preparing for a Big Event

Skip Dieball, Tom Hubbell



Notes:

How Sailors Deal with the Adversities of Competition

Dr. Stuart Walker

The Best Defense is a Good Offense

Fear

- The Dogmas of Fear
- The Fears of the Primitive Psyche
- The Adverse Effects of Fear

Guilt and Shame

- The Dogmas of Guilt and Shame
- Hubris and Shame

Defenses Against Fear, Guilt and Shame

A. Rational Techniques

1. Courage
2. Rational Analysis
3. Dissatisfaction
4. Anger

B. Irrational Techniques

5. Counter-phobia
6. Complying with an alternative dogma
7. Denial
8. Displacement
9. Intellectualization and rationalization
10. Magical thinking
11. Blaming a higher power
12. The Underdog Gambit
13. Fugue States
14. The effect of the most recent experience

C. Irrational Techniques that Result in Detrimental Acts

15. Appraisal of resentment
16. Atonement for a prior offense

Notes:

A Typical Day on the Race Course

(Narration in bold; *thoughts or speech in italics*; explanation in standard)

The evening before the annual invitational championship Andy is tense and anxious. {He is preoccupied with his fear of failing on the morrow and of revealing his fear.} **But the following morning on the way to the start, he is calm and at ease.** {He is doing what is expected of him: competing, complying with the Code of Competition, ignoring his fear, demonstrating his courage by his willingness to risk his rank and his reputation.}

He starts the race enjoying his awareness of belonging to the fleet, intending to have fun, in control of himself, his crew and his opponents and excited by the risks - unaware of the possibilities of losing, of being resented, of revealing his fear and timidity. *I'm going to beat these guys. If there is any resentment to do, I'll do it. I'll control them. I'll show them, I'm in charge here!* {Courage and aggressiveness}. As in a slight veer several boats to windward begin to lift away, he resents their advantage, but assumes that it will be but temporary. He is competing, alert to the conditions, his plan for the race and the capability of his opponents. *I have nothing to fear* {Courage}. *I deserve to win* {Hubris}. His display of courage and his consciousness of hubris are reassuring.

He holds starboard in clear air until he is about two-thirds the way to the layline and then as several of the boats to leeward tack in a slight header, he tacks to port leading them as he had planned. But soon he becomes aware that a group of boats returning on starboard in a veer from the right corner are well ahead. He recognizes that, regardless of any shift his way, it is too late for him to make up the lost ground. *I should have been less cocky and not felt so confident about my chances.* {He feels embarrassed by his previous hubris.}. *Well, they have been training here; they must have known that there would be a veer off that right shore.* {Intellectualization}. *They all have newer boats. I didn't deserve to do any better.* {Appeasement by self-punishment}..

Preoccupied with his failure to have predicted the veer and his poor position, Andy rounds the first mark in 10th place and sets off down the run on starboard. He is busy - hoisting his spinnaker, adjusting his sails and escaping the dirty air produced by the crowd of nearby boats - and unaware that he has made no plan for the run. {He is in a fugue state induced by his shame}. Suddenly he again becomes aware of the race and looks about to find that the boats that have jibed to port are in more wind and that the leaders are surprisingly far ahead. {He feels a surge of resentment and anger that distracts him.} *How come those sons-of-bitches got so far ahead? I out-rank them. They don't deserve to be there - and I don't deserve this position in this crowd in the middle of the fleet.* {He feels depressed, punishing himself to appease the gods.}

He knows he shouldn't feel resentful, so he quells the resentment and feels willing to accept his present position. {He is ambivalent about submissiveness and aggressiveness - and now chooses submissiveness.}. *This is where I am; I'll just have to accept this position. I'll go down this run quietly, avoiding any conflicts with my neighbors so that no one will notice that I am this far back. He now feels at ease, in control of the situation.* *This is the way I expected the race to develop* {Denial and intellectualization}. *I'll demonstrate my courage and my mental toughness in the way I handle this adversity.* {Hubris.}

He comes in to the leeward mark still in a semi-fugue state, preoccupied with his presumptions about the race, its outcome and his status and suddenly becomes aware that he is on port and that several boats on starboard that rounded the weather mark astern of him may have inside overlaps. He realizes that he has been unaware of these boats until now - but not wanting to recognize - or allow his crew to recognize - that he has been unaware during much of the run {He has been in and out of a fugue state}, he loudly tells the inside boats, *"No room!"* {Ambivalence switches to aggressiveness.} *I'm not going to submit to these guys who ought to be astern of me.* {Anger and aggressiveness compensate for his having been oblivious.} But he steers down on the back of a wave, slows to allow the first boat to consolidate her overlap, waves her inside {Ambivalence switches to submissiveness} and shouts to the second that he should *"Keep out!"*. {Ambivalence switches back to aggressiveness.}

The helmsman of the second boat on starboard, angered by the shout to "Keep out!" jibes and slides his bow inside in the wake of the boat ahead. Although Andy realizes that this boat has probably had an overlap for the past mile, he is angered by being overtaken and ignored, crowds him into an awkward turn close to the mark, luffs as they emerge and comes out in clear air on his leebow. *You don't control me; I'll show you who is the more powerful. I gave you all the room you deserved.* {Magical thinking. I'm the god; I'm in control. I can do as I please, regardless of the rules.} The inside boat tacks away and Andy continues on port in the backwind of the first overlapped boat.

Now Andy is depressed, seething with resentment over the way in which the last two - undeserving - boats have caught him and embarrassed by his aggressiveness at the mark. {Guilt/need to atone} He would like to tack out of the bad air ahead, but does not want to contend with the boat that tacked. {I fear his resentment. I'm not going to follow him on port into a confrontation by which he can demonstrate his resentment and possibly his superiority.} He is preoccupied with his defective image, fearful that he has behaved badly, certain

How Sailors Deal with the Adversities of Competition

Dr. Stuart Walker

that his reputation has been destroyed. *I feel ashamed. I hate this defective self that has embarrassed me before my packmates. I deserve punishment. I'm incompetent.* {Appearance/depression}

He forgets all of his previous successes denies his usual competence and assumes that at the finish all of the neighboring boats will be ahead. {The dominant effect of the Most Recent Experience.} *I'm not really trying to win - I'm just out here to have fun.* {Denial.} - *And then - I feel miserable. Fate is against me.* {Displacing the blame to a higher power.} And then: *I'm tough and courageous and I can handle adversity. I'm going to get back in this race.* {A return to hubris}

To demonstrate that he is still in control of the game, he decides to tack to starboard and escape the bad air ahead. Two-thirds of the way to the port layline, he sees the boat that he had crowded at the leeward mark approaching in position to cross him on port. Instead of tacking on his leebow, he passes astern and continues out to the layline. {Atonement. Rather than confronting the helmsman he offended, he'll atone for his misbehavior by continuing out to the layline - and giving up all hope of beating him.} *We'll see what happens. There may be a big back waiting out there.* {Magical thinking. When I lose, it'll be because I beat myself, not because they beat me.} *I'll show them (and myself) that I'm in control.* {Hubris}

As he approaches the second weather mark, Andy sees that he has dropped to about 18th. He willingly surrenders all hope of beating his usual opponents (or of finishing in the top ten as he had hoped), accepts his position, follows the fleet down the run. He's disappointed, but satisfied; he feels as if he has had a pleasant day on the water. He is no longer distressed, angry and resentful as he was when he emerged from his confrontation at the leeward mark. *I enjoy playing this game and belonging to this pack. I have been doing the "right thing"; I've been obeying the Code of Competition.* {He is satisfied because: 1). He has competed and by so doing has displayed his courage. 2). He, not his opponents, has determined his present position; he has controlled the game. 3). He has atoned for his misbehavior, lived up to his idealized self-image and demonstrated that he really is a "good guy". 4). He has accepted his defeat, pleased those who have beaten him and preserved the hierarchy.}

The defensive techniques described above are antipathetical to the competitor's conscious purposes, are fraught with distress and work but temporarily. A little denial, a little intellectualization and a little magical thinking are reasonable enough, but one must be able to lose without needing to appease and to be aggressive and to win without needing to atone. Courage, realism and a feeling of deservedness are what matter. "*Courage is always the surest wisdom,*" says Wilfred Grenville.

Notes:

One-Design Connecting with Industry

Janet Baxter, Greg Fisher, Skip Dieball, Doug Laber, Jonathan Banks

Notes:

Greg's GO FAST Tips

Greg Fisher

I. Boat Speed is key to top performance

- a) Even the best tactical game plan will fall apart without the necessary horsepower!
- b) Often "speed" is only considered to be a result of just owning, setting up and sailing all the proper equipment.

II. But "Speed" is comprised of three areas:

- a) Proper equipment, its setup, trim and tuning
 - (i) Having the competitive sails, boat, rig
 - (ii) Using the tuning guide to tune the boat
- b) The teamwork in *changing gears* once the boat is setup properly.
 - (i) "Shifting gears" through puffs, lulls,
 - (ii) chop, lifts, headers, etc
- c) Basic, but critical *boat handling skills*
 - (i) must have "decent" technique- smooth tacks, gybes, etc.

III. Basic sail trim tuning guides

- a) First and foremost-Neutral helm
 - (i) "Tells" you if the boat is out of trim
- b) Main sail trim
 - (i) Upper batten to the boom relationship
 - (a) Telltale?
 - (ii) Traveler position
 - (iii) Outhaul- how critical?
 - (iv) Wrinkles give valuable info
 - (a) Luff tension- draft position
 - (b) Overbend wrinkles- draft depth
- c) Jib Trim
 - (i) Lead position
 - (a) Fore/aft- trimline
 - (b) Laterally
 - (ii) Jib luff sag
 - (iii) Sheet trim- telltale off leech?
 - (iv) Luff tension
- d) Downwind

- (i) Mainsail bom vang tension
 - a) Telltale off leech flow
- (ii) Spinnaker trim
 - a) Luff curl
 - b) Clews even- center seam
 - c) Pole perpendicular to wind
 - d) Halyard eased 6-8"

Notes:

Flying Scots at Cedar Point Yacht Club





One-Design Sailing Symposium

IV

US SAILING Programs

**“It is not the ship so much as the
skillful sailing that assures the
prosperous voyage.”**

George William Curtis

American writer and public speaker, 1824 – 1892



One-Design Class Council Programs and Services

ODCC, one of the largest constituencies at US SAILING, represents about 150 classes. If your class is a member of US SAILING, then it is part of ODCC. The primary purpose of ODCC is to encourage the growth of small boat sailing and class racing and to facilitate communication between one-design class associations. Class membership is \$100 annually.

- **SALE! Class Management Handbook Price Reduced to \$20.** Class Management Handbook is a compilation of the best ideas from many classes and one-design experts. Topics include class organization, growth and promotions, getting publicity for your event, samples of bylaws and class rules, and more. The price of the 200-page class resource binder has been reduced to \$20 for members. To order call 1-800-US SAIL-1.
- **One-Design Sailing Symposium Notebooks \$25 (2 for \$40)**
- Host the One Design Sailing Symposium.
- Produce tools such as the Class Management Handbook and Fleet Captain's Manual.
- Oversee national One-Design Awards which recognize and celebrate role models of creative leadership.
- Manage an inter-class listserve to facilitate communication among the classes.
- Provide resources on technical and measurement issues to class associations.
- Assist international classes with ISAF issues.
- Assist U.S. classes seeking ISAF recognized and international status.
- Conduct the annual Championship of Champions Regatta.
- Encourages one-design sailors to register as sailor athletes.

One-Design Class Council Executive Committee

George V. Fisher	Chair
Skip Dieball B	Past Chair
Matt Bounds B	Vice Chair
Clark E. Chapin B	Secretary
Carol Barrow	(2010)
Carolyn Boersma	(2008)
Susan R. Epstein B	(2010)
Liz Filter A	(2008)
Thomas P. Hubbell B	(2009)
Clay Mock	(2009)
William B. Ross B	(2009)
Nancy Zangerle C	(2008)

One-Design Class Council: serving the interests of one-design class sailors

2007 US SAILING Annual Appeal to support Youth Sailing Initiatives

Show your support & join the growing list of other US SAILING members that have contributed.

Encourage other members of your class to get on board!

All donors will be listed in the *2007 Annual Report to Members*.

www.ussailing.org/donations

(donor list as of 11/9/2007)

Sarah Alger & Fred Hagedorn
Davis Alldian
Peter Allen
Sue Allen
Dick Allsopp
James Appel
Leonard F Arabia
Dennis Austin
Jerelyn & Sean Biehl
Arthur Birney
Chris Boome
Gino Bottino
Albert Boyce
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Emily & Dean Brenner
Robert Brenner
David Burnham
John Caldwell, Esq.
James Capron
Lucas Cavaluzzi
David Chin
John Chorostecki
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Jay Colburn
Dan Cooney
Terri Cooper
Ruth Creighton
Sandra Cross
Brian Curtis
Thomas Dauch
Cdr Larry Dawes
Donna DeSteph
Clay Deutsch
Richard Dickson
Laurent Dion
Marlieke Eaton
Nathan Eaton, Jr.
Dean Fairbrother
Shawn Fay
John Fitzgerald
Kevin Flannery
Thomas Fortunato
Henry Fox
Nann-Lea Fox
Lisa Garry-Seymor

Amnon Gitelfon
Lawrence Glenn
Edward Godfrey, III
Emoke Gomez
Warren Green
Carolyn Tank Greene
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Amy Gross-Kehoe
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Vivian Hollinshed
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Charles Johns
Chip Johns
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George Kelley
Jarrad & Katie Kelly
Kilroy Foundation
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Patty Lawrence
Roxanne & Charles Leighton
Peter Lent
Joseph Lipe
Michael Long
Phillip Lotz
Arthur Lowenthal
John Luppens
Andrew Mackessy
Davis Margold
John Martin, Jr.
Erik Mattsson
Isabel Chapin McDonald
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Linda Merkle
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For more information, please visit www.ussailing.org/donations
or call 401-683-0800 x665



YOUR PASSION. ORGANIZED.

HELP WANTED

US SAILOR OF THE WEEK

Do you know a US SAILOR of the Week? Do you know a passionate sailor who is always on the water, taking every rules quiz or searching for that perfect cruising lunch spot? Or do you know someone who is newly converted to the sport and soaking up information like a sponge? Do you know someone who gives as much time and energy to building a fleet or running races as they do to working at the office? We want to know about them!

Nominee: _____

(Please note the nominee needs to be a US SAILING member!)

Hometown/state: _____

Why is this person passionate about sailing (please note that this is not based on regatta results or volunteer dedication to the sport): _____

What type of sailing does this person do (for example, one design, offshore, cruising, instructor, etc.): _____

THIS COULD BE SOMEONE YOU KNOW:

US SAILOR of the Week - Kate Gregory



Kate Gregory

At age 19, Kate Gregory of Denver, CO, is a typical college student, running from class to class (she's a sophomore majoring in broadcast journalism and psychology) and enjoying a busy social life. But what keeps her occupied the most is being captain of the sailing team at Marquette University in Milwaukee, WI. This is her second season as captain and the team has already grown from 10 to about 35. But how does a girl from Colorado know how to sail? "I'm unique," she says, "Not that many people sail in Colorado." Kate learned to sail at her grandparents' home near Lake Erie, where she visited every summer as a kid, but she never sailed back home in Colorado. That is, until a few years ago when she walked into a local West Marine store back home in Denver...

[>> Read more about Kate](#)

KATE GREGORY IS ONE OF 



HELP SHAPE SAILING HISTORY

US SAILING'S 2007 ROLEX YACHTSMAN AND YACHTSWOMAN OF THE YEAR AWARDS

Since US SAILING first created the Yachtsman and Yachtswoman of the Year awards in 1961, the biggest names in U.S. sailing have been honored with the distinction. Sponsored by Rolex Watch U.S.A. since 1980, the awards only become more coveted as they reward excellence through outstanding on-the-water achievement. As a proud US SAILING member, you can help shape sailing history.

MAKE YOUR NOMINATION NOW USING THIS FORM
AND SUBMIT TO EVENT STAFF

YOUR NAME: _____

YOUR US SAILING MEMBER ID: _____

FOR THE ROLEX YACHTSMAN OF THE YEAR AWARD, I'D LIKE TO NOMINATE:

REASON:

FOR THE ROLEX YACHTSWOMAN OF THE YEAR AWARD, I'D LIKE TO NOMINATE:

REASON:

SPORTSMANSHIP

Nominations Accepted for National Sportsmanship Trophy

Sportsmanship is difficult to define but easily recognizable. The high standards exemplified by the true sportsperson are vital to the health of sailing, which is why each year US SAILING presents its prestigious W. Van Alan Clark, Jr. Sportsmanship Trophy. This award honors those people who are outstanding examples of dedication and graciousness in the sport of sailing, and for sharing these talents with others. Nominees include sailors who have performed a single exemplary act or who have consistently exemplified the finest tradition of the sport both on and off the water, through instruction and encouragement of others.

US SAILING's Sportsmanship Committee, chaired by George Fisher, accepts nominations for this trophy year-round.

**Go to *www.ussailing.org/sportsmanship* and
nominate someone from your class!**

Since the award was first presented 20 years ago, the list of winners includes such well-known sailors as Olin J. Stephens, Dave Perry, Harry Carpenter, and Buddy Melges.

Last year's recipient was 14-year-old J.D. Reddaway, the youngest ever to receive the award. J.D. was selected based on an incident that occurred in the final race of the Orange Bowl regatta, where he was competing in the 85-boat Optimist Red fleet. During the starting sequence, a younger sailor capsized shortly after the raising of the class flag. J.D. was aware that the sailor was not readily righting his boat and sailed over to communicate with him. Recognizing the boy was distraught and potentially injured, J.D. promptly stood up in his boat and signaled for assistance. Since the race was in a starting sequence, there was no one immediately available to assist this sailor. J.D. made a quick and unselfish decision to abandon his boat and swam to the sailor in need. The fellow competitor was tangled in his mainsheet so J.D. helped clear the entanglement and stayed with the young sailor to comfort him while waiting for assistance.



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www.ussailing.org/sportsmanship



US SAILING ONE-DESIGN AWARDS

Nominate your favorite club, fleet, regatta or one-design spark plug for a US SAILING One-Design Award. Did your club run an outstanding multi-class regatta this year? Is there an exceptional person at your club who was responsible for making your fleet grow? US SAILING wants to hear about it.

Each year, up to five awards are presented to recognize outstanding individuals and organizations in one-design sailing. The categories are: Service, Leadership, Club, Regatta, and Creativity. These awards highlight role models of creative leadership in one-design sailing.

SERVICE Award

To recognize individual distinguished service and exceptional dedication in the promotion of one-design sailing and class organization.

LEADERSHIP Award

To recognize individual initiative, enthusiasm, organizing ability and leadership in creating the one-design fleet building program of the year.

REGATTA Award

To recognize excellence in development, promotion and management of the year's outstanding multi-class regatta at any level.

CLUB Award

To recognize the yacht club of the year for administrative excellence, fleet growth, creative programming, regatta support and member contribution at regional, national and international levels of the one-design.

CREATIVITY Award

To recognize outstanding individual creativity and contribution in the year's most innovative one-design event of national or international significance.

If you know of a deserving club, class or regatta, please take the time to make a nomination. Nominations may be made online at www.ussailing.org/odcc/awards/index.htm. Nominations are due October 15. For more information go to the web site or contact Lee Parks at leeparks@ussailing.org.

Two US SAILING Programs for One Design Classes

Events Visibility Program *and* Golden Anchor Program

EVP – Events Visibility Program for US SAILING

*I*s your fleet of Club hosting a national regatta or event where you'd like to have a US SAILING resource table set-up?

What is EVP?

It is a booth set up at your event and staffed by knowledgeable US SAILING Ambassadors. US SAILING, with tremendous cooperation from volunteers across the nation, has developed the EVP program to give sailors a chance to get to know the organization better. Non- US SAILING members have the opportunity to learn more and seasoned US SAILING members can learn “what’s new” at US SAILING and have the chance to talk about sailing with a fellow US SAILING member.

How to schedule an EVP booth

If you are interested in arranging for a US SAILING EVP booth in 2007, contact Kate Daley at katedaley@ussailing.org or call 401-683-0800.

Want to become an Ambassador?

If you are a US SAILING member and have interest in becoming a US SAILING ambassador, someone who is trained to represent US SAILING at EVP and other important events, please contact Kate Daley at katedaley@ussailing.org or call 401-683-0800.

Golden Anchor Program

What is the Golden Anchor Program?

The Golden Anchor program is for members-based organizations like your Class Association. It provides your members the opportunity to join US SAILING at a reduced rate and a great way to keep your Class Association involved with the national governing body of sailing and sail racing.

How can my Class Association join?

Contact Director of Membership, Joe Costa at joecosta@ussailing.org or call 401-683-0800 x612.

2008 Class Association US SAILING Membership Dues Invoice



Annual dues for class associations (*please circle desired amount*):

- \$1,000 Patron
- \$500 Benefactor
- \$250 Supporting
- \$100 Sustaining

Class name _____

Mailing Address _____

City _____ State _____ Zip _____

Daytime Tel _____ Fax _____

E-mail Address _____ Website _____

US SAILING Contact Name _____ Title _____

Address _____

City _____ State _____ Zip _____

Email address _____

Method of Payment:

- Check* Credit Card AMEX MC VISA

Card Number _____ Expiration Date _____

Name on Card _____

Signature _____

*Please make checks payable to US SAILING.

Mail:
US SAILING
Attn: Membership Department
P.O. Box 1260
Portsmouth, RI 02871-6015

Fax with credit card information: 401 683-0840

Call: 800 USSAIL-1 (0830 – 1700, M-F)

Or join online at www.ussailing.org/membership/orgmemberjoin.htm

US SAILING is a non-profit, member-supported organization. The charitable contribution for federal income tax purposes is limited to the excess of membership dues over the value of goods and services provided.



YOUR PASSION. ORGANIZED.

JOIN or RENEW YOUR MEMBERSHIP TODAY:

call. 401.683.0800 || www.ussailing.org/join for further information

Name: _____ Membership ID [if known]: _____

Address: _____

City: _____ State: _____ Zip: _____

METHOD OF PAYMENT: circle one.

Cash Check Credit Card[AMEX, MC, VISA]

Card Number: _____ Exp. ____/____

Signature: _____

Daytime Phone: _____

*send payment and form to: US SAILING Membership Secretary
PO Box 1260. Portsmouth, RI 02871

STANDARD MEMBERSHIPS: circle one.

[Youth]: Date of Birth ____/____/____ \$20.00 per year [if under 21 or a full-time student]

[Individual]:

\$50.00/1 year \$90.00/2 years \$120.00/3 years

[Family]:

\$75.00/1 year \$130.00/2 years \$180.00/3 years

We would greatly appreciate it if you would consider supporting our efforts even more with one of the voluntary higher membership levels listed below: circle one.

[Individual]

SUSTAINING	SUPPORTING	BENEFACTOR	PATRON
\$100.00	\$250.00	\$500.00	\$1000.00

[Family]

SUSTAINING	SUPPORTING	BENEFACTOR	PATRON
\$125.00	\$250.00	\$500.00	\$1000.00

YOUR PASSION. ORGANIZED.



Can you imagine a regatta where every competitor is a one design class champion . . .

National Champions
North American Champions
World Champions

The prestigious US SAILING Championship of Champions, sponsored by Rolex Watch Inc, USA will accept twenty class champions from 2007 -2008 sailing season to compete in Sunfish at Sayville Yacht Club (Sayville, NY) on September 24 – 27, 2008. To apply online, visit the championship event site www.ussailing.org/championships/CofC/. Selected applicants will be notified on or about August 1, 2008.

For more information, e-mail [Liz Walker@ussailing.org](mailto:Liz.Walker@ussailing.org)



CHAMPIONSHIP OF CHAMPIONS

Dear One Design Class Champion,

Congratulations on your sailing accomplishments this season. Your hard work and skill have brought you to a point many sailors strive to reach but few achieve. As a 2007 or 2008 U.S. Class Champion, **US SAILING** and the **Sayville Yacht Club** are proud and excited to invite you to apply to compete in **The U.S. Championship of Champions** for the **Jack Brown Trophy**.



The **US SAILING U.S. Championship of Champions** was inaugurated in 1976 and is sponsored by **Rolex Watch U.S.A. Inc.** and Vanguard Sailboats. **US SAILING** selects twenty competitors from nominees by their class associations who are current U.S. One Design National, North American or World Champions of their respective classes. Eligible are sailors who normally sail in the U.S., are members of **US SAILING** and are members of a class or association affiliated with **US SAILING**. The championship is held in a different class each year, and is named in honor of Jack Brown who was noted for his service as a judge, regatta organizer and member of **US SAILING** Committees.

The 2008 **U.S. Championship of Champions** Regatta will accept twenty class champions from 2007-2008 sailing season to compete in Sunfish at **Sayville Yacht Club** in **Sayville, NY** from September 24-27, 2008. Notable previous competitors include America's Cup tactician John Kostecki, 1996 Yachtsman of the Year and America's Cup/US Sailing Team coach, Dave Ulman. Two-time winners Tom Linskey, Ed Adams, Hobie Alter and Russell Robinson. Three time winners include George Szabo and Paul Foerster – 2004 US Olympic 470 Gold medalist.

US SAILING and the **Sayville Yacht Club** welcome you to compete in this prestigious invitational regatta. Both parties are working hard and successfully securing sponsorship, media coverage, competitor housing, **US SAILING** certified judges and race committee and clinic speakers. If you would like to apply for inclusion in the 2008 **U.S. Championship of Championships**, kindly go to www.ussailing.org/championships/CofC and follow the links to complete the online request for invitation. You will need to have your **US SAILING** number and that of your class before you begin.

Sincerely,

Drew Daugherty
Championship Chairman

US SAILING's Event Website - www.ussailing.org/championships/CofC



CHAMPIONSHIP OF CHAMPIONS

In the past three years, the following One Design Classes have applied to the U.S. Championship of Champions. Is your class listed?

<i>One Design Class</i>	
210	Interlake
Blue Jay	Isotope
Buccaneer 18	JY15
C Scow	Laser Radial
Cal 20	Lehman 12
Capri 25	Lido 14
Catalina 22	Lightning
Catalina 25	Martin 242
Club 420	Moore 24
	Mumm 30
Comet	Mutineer 15
Coronado 15	Naples Sabot
Corsair 28R	Narrasketuck
Day Sailer	Butterfly
Etchells	Optimist
Finn	Snipe
Flying Scot	Sonar
Force 5	Sunfish
Formula 18	Sweet 16
Geary 18	Tanzer 16
Highlander	Thistle
Hobie 17	Vanguard 15
Ideal 18	Windmill
Inland 20	X Boat
Interclub	Y-Flyer

To learn more, visit www.ussailing.org/championships/adult/CofC/



What One Design Classes will be sailed in the 2008 Championship Season?

<i>Class</i>	<i>Championship</i>	<i>Date</i>
<i>SL 16</i>	<i>U.S. Youth Multihull</i>	<i>1/18- 1/22</i>
<i>Capricorn F18</i>	<i>U.S. Multihull</i>	<i>4/22 – 4/26</i>
<i>Ideal 18</i>	<i>U.S. Disabled</i>	<i>6/6 – 6/8</i>
<i>Sonar</i>	<i>U.S. Disabled</i>	<i>6/6 – 6/8</i>
	<i>U.S. Match Racing</i>	<i>9/24-9/28</i>
	<i>U.S. Women’s Match Racing</i>	<i>9/10 – 9/14</i>
<i>2.4mR</i>	<i>U.S. Disabled</i>	<i>6/6 – 6/8</i>
<i>Skud</i>	<i>U.S. Disabled</i>	<i>6/6 – 6/8</i>
<i>Laser</i>	<i>Youth</i>	<i>6/26-7/1</i>
	<i>Jr. Singlehanded</i>	<i>7/28- 7/31</i>
<i>Radial</i>	<i>Youth</i>	<i>6/26-7/1</i>
	<i>Jr. Women’s Singlehanded</i>	<i>8/3 – 8/8</i>
<i>C420</i>	<i>Youth</i>	<i>6/26-7/1</i>
	<i>Jr. Doublehanded</i>	<i>7/28- 7/31</i>
	<i>Jr. Women’s Doublehanded</i>	<i>7/7 – 7/13</i>
<i>29er</i>	<i>Youth</i>	<i>6/26-7/1</i>
<i>Sunfish</i>	<i>Singlehanded</i>	<i>8/6 – 8/10</i>
	<i>Championship of Champions</i>	<i>9/24- 9/27</i>
<i>Vanguard 15</i>	<i>U.S. Team Racing</i>	<i>8/15- 8/17</i>
<i>J/24</i>	<i>U.S. Men’s</i>	<i>9/16 – 9/20</i>
<i>J/22</i>	<i>U.S. Women’s</i>	<i>9/18 – 9/20</i>
<i>Lightning</i>	<i>Jr. Triple handed</i>	<i>7/28- 7/31</i>

To find out more, visit www.ussailing.org/championships



national sailing programs symposium 2008

ST PETERSBURG, FLORIDA
JANUARY 9-13, 2008



Events

Team Racing Coaching Module
Advanced Coaching Symposium
Disabled Facility Access/Instruction Module
International Coaching Module
Small Boat IT Course

Keynote speakers

Gary Jobson
Ed Baird
Dawn Riley
Meagan Johnson
Dr. Jayne Greenberg

Location

Hilton St. Petersburg Bayfront
333 First St South
St. Petersburg, FL 33701
Offsite workshops and boat demos at
University of South Florida

Agenda topics

Grant writing	Web development	Bridging a generation gap
Fundraising	E-marketing	Learning disabilities
Insurance	Public relations	Developing a trustful program
Disabilities	Fleet maintenance	Budget development & management
Boating safety	Fleet acquisition	And much more...



Register online at www.ussailing.org/training/nsp/2008. Early registration deadline is December 1.

Sailor Athlete Council

How We Can Help You and Why You Should Register as a Sailor Athlete

The Sailor Athlete Council (SAC) is the most direct representation active racers have at US SAILING. If you want to make a change or discuss a concern about your level of racing, the SAC is your hotline with US SAILING. Here's why...

THE SAC REPRESENTS ATHLETES, NOT ORGANIZATIONS

Much of the representation at US SAILING is organized around a class, a YRA, or a racing discipline (such as team racing). The SAC is the only vehicle for an individual or group of individuals to be heard as individuals, not as members of an organization. This is significant because issues like ISAF competitor classification, and the manner in which those classifications are administered, affect us as individual athletes, not just as members of individual classes. For example, the J-105, Etchells, Mumm 30 or Farr 40 Class all use the ISAF competitor classification system and their rulings affect individual sailors. This is only one of many examples of how the SAC can represent your views.

Our sport is changing all the time, and in some cases, it may be changing in ways that many active sailors do not agree with. US SAILING is the National Governing Body for the sport of sailing and strongly supports the SAC'S mission to include the views of active racing sailors and wants the involvement of new, younger, active sailboat racers in managing our sport.

US SAILING Former President Janet Baxter has said the following on the topic: ***“We need to get better and younger as an organization. I support wholeheartedly what the Sailor Athlete Council is trying to do. We want more people involved, we want to hear what you like and don't like, and we want your help improving the sport. I am a registered athlete, and if you race actively, you should be also.”***

HOW CAN THE SAC MAKE YOUR VOICE HEARD?

The elected members of the SAC are your representatives at US SAILING. US SAILING now requires that Committees include a minimum number of Sailor Athletes. ***In short, US SAILING is listening to you and now has guaranteed it!***

DID YOU KNOW...

- If you are an active racer on the national or international level, you are probably eligible to register as a Sailor Athlete.
- All registered Sailor Athletes are entitled to vote for their SAC representatives. The Council consists of a maximum of 14 members.
- All registered Sailor Athletes are also eligible to be nominated and elected to the Council.
- The Council elects its own Chairperson and a SAC member sits on US SAILING'S Nominating and Governance Committee.

Register Today and Begin to Make a Difference

Registration can be completed online. Join us in our effort to make the voices of Sailor Athletes heard within US SAILING. You can learn more about the process, how to register and the various athlete definitions at www.ussailing.org/sac.



One-Design Sailing Symposium

V

Knowledge Collective

“The person who figures out how to harness the collective genius of his or her organization is going to blow the competition away.”

Walter Wriston

American banker, chairman of Citicorp, 1919 – 2005

One-Design Fleet Building in the Ensign Class

By Dianne Kube

The Ensign Class is a strong and vibrant one-design class, with passionate owners. Designed by Carl Alberg in 1962 as a 22-foot full-keel fiberglass boat with a displacement of 3000 pounds, the Ensign's seaworthiness, seakindliness and large roomy cockpit have appealed to generations of sailors, day-sailors and racers alike. Many prominent racers, including members of America's Cup crews, have Ensign racing on their sailing resumé's. The Ensign's popularity and design led to its being inducted into the American Sailboat Hall of Fame in 2002.

One of the great strengths of the Ensign class comes from the National Class Association and its involvement in promotion and support. The Ensign Class publishes a high quality yearbook, newsletters three times a year, and has a useful and informative web page. These publications summarize activities, include racing, cruising and technical information, and advertise future events. However, the most important aspect is the inclusion of articles written by individual members or fleets. The Ensign Class Association upholds adherence to its class rules to maintain the one-design features of the class, but also champions the friendly spirit of camaraderie in the class. A big contribution to the revival of the Ensign one-design class has come about because of building the new Ensign Classic, with an elemental relationship between the new boat builder and class association. The class also maintains an active database that connects used boats for sale with potential buyers.

At the fleet level, three new fleets have joined the Ensign Class in the last 2 years, from both sides of the continent. People are attracted to the Ensign because of the boat's characteristics and what that offers for sailing, but undeniably what is foremost in the decision to buy and sail and race an Ensign, is the atmosphere and attitude of the community of people. On the water, the competition is top-notch and fierce, but on shore the camaraderie is unbeaten, and a sense of fun exists. This permeates the events from the local races to the national competitions. This sense of belonging continues in local fleet activities that are not necessarily a part of a racing program. The most successful, active and growing fleets seem to instinctively integrate and cultivate the best features of the boat, and the best of the people.

Successful fleets have written to the newsletter about what they do to encourage participation during the sailing season, and keep all members from the top racers to the 'less fortunate' involved. These include:

- o Docking Ensigns in one location, next to each other
- o Helping, praising, encouraging new members, while understanding the need for the example of top racers
- o Contributing articles to the club newsletter, generating publicity.
- o Sharing snacks/food/beer after the races
- o COMMUNICATION – emails, web sites, phone tag
- o Cookouts or parties at beginning of the season, at the end of the season
- o Seminars or on-the water programs of tactics, sail trim, and rules – for all levels
- o Fun races – long reaching races, changing positions on a boat, ie the crew skippers – single-handed races – trading people among boats (mixing experience levels) –
- o Fun races on other boats – such as the 'Optimist Regatta', fun and frivolous activities around it, and donating the registration fees to Junior Sailors
- o Inviting members of other fleets to participate in the fun activities
- o Maintaining a high profile at the club, keeping the fleet visible by being active in club activities, volunteering, and sailing on other boats for different regattas
- o One fleet is highly involved in a women's racing program, which has sparked enthusiasm in the whole fleet and the regular racing program
- o Fleets are involved in Sea Scouts, boys clubs or girls clubs, reaching out to the community while getting members involved
- o Involving young sailors, providing them with opportunities to participate
- o Free rides and test sails
- o Providing and advertising crewing opportunities for new people
- o Sharing crew during the racing season if a boat is short-handed
- o Many fleets display one of their boats at local boat shows, which promotes the sport, promotes the class, and helps to recruit new owners and crew.
- o At the National Championship regatta, an award is given to the "Most Beautiful Ensign", which encourages maintenance of the boats to high standards

During the off-racing season, events continue that keep the connections and friendships alive. This is essential. Of course, the type of activity depends on whether you are ice-bound or not! This list is extensive, also. But briefly, some fleets gather to volunteer at a charity, schedule or attend seminars and educational or cultural activities. Most fleets party together and have awards banquets, and winter parties or mid-winter parties.

The key element at the local level is that someone cares enough to take an enthusiastic leadership role and can communicate the ideas, and spread the word! These people seem to wear an invisible badge or expression that just constantly announces the praises of their fleet. Also,



all the members need to participate and share the load. If it's easy and fun, people will do it. If it's not so easy, having a worthwhile goal and a vision will help people to step up.

The Ensign Class is alive as a one-design class because from the top down, and the bottom up, we share the passion of the Ensign.

Three Ways to Grow Fleets

Bruce Chafee USA President, Yngling class

There are three ideas within the experience of the Yngling class that are worth highlighting:

1) Build It and They Will Come

In Newport we built a fleet (just now moved to Portland, Maine) from scratch, by buying 10 boats and developing a charter-fleet system. For four years the experiment was fairly successful: racing happened year-round, and most plugged in racers in Newport tried the boat. The key is that, as you know, people go where the numbers are, and rather than start with one or two owners we started at full speed with 10 boats. The next step we did not do adequately, however, and that was to move from a charter fleet to an ownership fleet. Were we to do this a second time, I would seek to bring to the fleet a few older and less-expensive boats ("fixer-uppers" even), that would be easier for locales to purchase. Once ownership begins, it will continue. Establishing ownership also spreads the organizational burden.

2) Spread the Wealth

Our Alpena, Michigan fleet does an excellent job of involving everybody in their weekly club races, and it keeps all interested. How? Nobody is a perennial loser. Why not? Alpena mixes crews up regularly. The new guy crews for his buddy today, but with the fleet ace next week. Finishes even out, everyone tastes some glory, and most importantly the less-experienced learn much faster by sailing with the best. Result: Alpena is our fastest growing fleet, and enthusiasm is high across all sailors there. Lesson: beat down egos and build the entire fleet.

3) Teach Your Children

Also from the Alpena Yngling fleet comes a commitment to youth development that all should emulate. In addition to spreading the less-experienced adults around on the "good" boats, Alpena moves kids around to build their skills. Another smart move the fleet has made is to create a spinnaker-flying class: kids (c. 13-15 years?) love to learn, and lo and behold the fleet gains a few new and capable crew!

Snipe Class International Racing Association Regatta Organization Package

Dear Regatta Organizer;

In preparation for your hosting the upcoming **European Championship** regatta, the Snipe Class is forwarding the following package to you to assist in your efforts.

- Copy of original bid form as submitted by your fleet/country/National Secretary and accepted by SCIRA
- Notice of Race template
- SCIRA Sailing Instructions – template
- Rules for Conducting National & International Championship Regattas
- Copy of the Deed of Gift for this championship
- SCIRA scoring program outline (program available for download on the SCIRA website: www.snipe.org or by request from SCIRA.)
- SCIRA Rulebook; *Please advise SCIRA on the enclosed return form of additional copies needed for your Race Committee chairman and jury members.*
- Rules changes that have taken place since the Rulebook was printed.
- Measurement card for use during Championship
- Suggested charter agreement form for use when boats are being provided or chartered for the event.
- Request for flags of participating countries: (only available for Worlds, Europeans or Western Hemisphere regattas)
- List of contact persons and their address/phone numbers for any questions you may have.
- Contact form for you to return for our records.
- SCIRA Sponsorship Policy
- CD with many of the above items as Word documents

Please don't hesitate to contact me for any additional questions or information you may need. If you would prefer any of these items being e-mailed to you in an electronic format, please contact me at my e-mail address above.

I look forward to working with you! Thank you in advance for all your hard work to make this regatta successful!

Best regards,

Jerelyn Biehl

Executive Director

Regatta Contact Return Form

Regatta _____

Dates _____

Hosting Club name:

address
City, State/Province, postal code
Telephone
Fax
e-mail
Club or Regatta web site

Regatta Chairman name:

Telephone: (home or work?)
Fax
Mobile
e-mail

Principal Race Officer name:

Telephone: (home or work?)
Fax
Mobile
e-mail

Jury Chairman name:

Telephone: (home or work?)
Fax
Mobile
e-mail

SCIRA Office, please send us the following:

- _____ # of copies of the SCIRA Rulebook
- flags of participating countries (listed on separate paper)

Please return this to the SCIRA office as soon as possible

SCIRA Office
1833 Tustin Street
San Diego, CA 92106 USA
Fax: +619-224-6997

Event Planning

CLINICS: Energize Your Fleet

Presented at US SAILING's
2005 One Design Sailing Symposium
Joni Palmer, Annapolis, MD
JoniPalmer@verizon.net

1) WHAT IS A CLINIC?

- a) Definition
- b) Target audience
- c) Activities

2) MARKETING:

- a) Plan ahead of time so people can take time off and have it on their schedule
- b) Market to your target group numerous ways
- c) Email is great!
- d) Website if you have the resources

3) INSTRUCTORS:

- a) Invite some prominent sailors from outside your area
- b) Invite local hotshots who people respect
- c) Invite the local instructors to participate

4) CLINIC FEES AND REGISTRATION:

- a) Keep the cost down as low as possible for at least the first time
- b) Keep the "clinic fee" separate from the food and social activities.
- c) Create a flyer with all the pertinent info and forms.

5) SCHEDULE AND TOPICS:

- a) Provide something for everyone!
 - i) Skippers
 - ii) Crews
 - iii) Intermediate racers
 - iv) Advanced racers
- b) Keep the topics narrowed and focused.
- c) Have the instructors develop a lesson plan and provide handouts

- d) Develop and publish a schedule ahead of time and stick to it.
- e) Have participants of the same ability level in the sessions.
- f) Have both on-the-water sessions and shore-based sessions.
 - i) On-the-water sessions should be drills, races, speed sprints, boat handling etc.
 - ii) Shore sessions should include classroom and "hands on" land based activities
- g) Videotape on-the-water sessions and reviewed with live commentary.
- h) Boats should be "in the water and ready to sail" before the sessions start each day.
- i) Local conditions will dictate when it is best to go on the water.
- j) Always have a back up plan for no wind/ too much wind/ stormy weather.
- k) Have the appropriate number of coach and safety boats out on the water.

6) FOOD, FUN, AND SOCIAL ACTIVITIES:

- a) The clinic should be educational and FUN!
- b) Provide the opportunity to buy lunches separate from the registration fee.
- c) Provided social activities for each night as an option to all.

7) OTHER IDEAS?

A Week of Clinics

September 2005

Joni Palmer

This past summer at Deep Creek Lake, my husband, Ray, and I orchestrated a “Week of Clinics” for the regional sailors. This idea germinated this past winter as we drove back and forth to our lake cottage from our house in Annapolis. It was going to be a four-day Flying Scot racing clinic put on by volunteers under the umbrella of the Deep Creek Lake Sailing School. The target audience was for existing Scot racers who would bring their own team and their own boat. The focus was to increase everyone’s skill level and to create greater enthusiasm in the area. Those who were beginning sailors or those new to racing were asked to enroll in one of the “Adult Week” of classes the sailing school offers. This made sure we did not try to teach all things to all levels of abilities.

This being our first year organizing the “Week of Clinics” we felt a bit like teenagers giving our first party and hoping someone would actually show up. We would have considered it a success if five to ten boats (10-20 people) signed up. But we must have done something right as we had 40 boats participate with over 80 people.... Here is the recipe for creating your own clinic to promote enthusiasm and skills in your region:

1) INSTRUCTORS:

a) Invite some prominent sailors from outside your area who are renown instructors- having a few recognizable names in the promotional material is key to marketing! Supplement this incredible talent with the local hotshots whom everyone respects. Please remember that sometimes the best sailors or your good friends are not always the best teachers. Usually people think about inviting a top skipper but make sure you invite a top level crew as an instructor to get the total team perspective.

b) Invite the local instructors to participate for free if they will also help out as needed on the water. They learn some neat sailing tips from the hot shots, feel honored to work side by side with the guest instructors, learn some new teaching techniques, and can be relied upon to help where needed.

c) Also remember that if you ask a keynote instructor to be a part of the clinic, they will probably only be able to do a day or at the most two days. Don’t ask them to give too much time unless you plan to pay them.

2) CLINIC FEES AND REGISTRATION:

a) Keep the cost down as low as possible for at least the first time. We talked a lot of really talented sailors on the local and national level to giving their time for free. We called in a lot of favors for this and we owe all of you big time!

b) Keep the “clinic fee” separate from the food and social activities. To participate in the clinic, it cost only \$25 per person making the cost per team between \$50 and \$75 for four days- what a bargain! There was no prorating if you could attend only part of the time but the low cost encouraged people to sign up anyway if they could only make it for part of the time. This allowed some flexibility to accommodate personal schedules. It also accommodated boats that wanted two, three, or more people. Lunches and dinners were optional and cost extra.

c) Create a flyer with all the pertinent info and forms. Get this out the season before so people can plan their vacations. Require everyone to register and pay in advance. Give a deadline and stick to it. Include a registration form, a liability form, and a medical form. This way you can plan accordingly and are not stressing at the last minute. We relied on email for 99% of the communication.

3) SCHEDULE AND TOPICS:

a) Provide something for everyone! We made sure there were four separate “groups” we geared the topics to in various combinations:

- i) Skippers
- ii) Crews
- iii) Intermediate racers
- iv) Advanced racers

b) Keep the topics narrowed and focused. This is shown in the schedule below. Have the instructors develop a lesson plan for each session ahead of time and provide as many handouts as possible for people to take home and review.

c) Develop and publish a schedule ahead of time and stick to it. That way people can plan and look forward to what is next. Start every morning exactly on time and end every day on time (or a bit early). Keeping to the schedule makes the instructors stay on task and the audience is very appreciative of that!

d) It is crucial to have participants of the

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same ability level in the sessions so you can focus on the needs of the group and not try to accommodate the advanced skipper in the same session as the novice crew. We assigned participant teams as either in “A” or in “B” group. These sessions were repeated but took a different approach depending upon the group that was present.

e) Have both on-the-water sessions and shore-based sessions. This is more than races on the water and classroom sessions.

i) On-the-water sessions should be a combination of drills, races, speed sprints, boat handling etc. If your instructors are US SAILING Certified Instructor or a talented coach, they should be able to plan a focused session on the water to accomplish a certain goal. Briefings must be done on shore before boats get to the sailing area.

ii) Shore based sessions should include your normal classroom sessions in addition to “hands on” land based activities in the boat that is on a trailer such a sail trim, spinnaker sets and douses, crewwork, tacking, etc.

f) Have a coach videotape some on-the-water sessions that can be reviewed in the evening with commentary by the coach. This is an incredible teaching tool for the entire audience and everyone loves watching their team sail on the TV.

g) Rigging and derigging takes a lot of precious time so make sure that sailors have their boats “in the water and ready to sail” before the sessions start each day. Then you can get down to the real important things such as learning and sailing!

h) Since our lake winds do not come up until about 11:00 each day, we had shore sessions in the morning followed by on-the-water and shore sessions in the afternoon.

i) Always have a back up plan for no wind/ too much wind/ stormy weather. Be flexible but announce changes to the group each day to accommodate weather/ wind issues.

j) Make sure you have the appropriate number of coach and safety boats out on the water. We also required all participants to wear PFDs as a safety precaution and as required by the sailing school.

4) FOOD, FUN, And SOCIAL ACTIVITIES

a) Realize that most of your participants have taken off from their jobs or daily lives to participate in this and it should be educational and FUN!

b) Provide the opportunity for participants to buy lunches separate from the registration fee. This way they do not “leave” the club and wander back late. We offered a “lunch packet” for all four days payable in advance and a local deli delivered the brown bag lunches. Many people took advantage of bringing their own lunch to save money or because they preferred their own cooking.

c) We provided social activities for each night as an option to all and had various members plan and execute the meals. Keep it simple! Again, this was a separate cost and was an option to participants to accommodate their personal lives or wallet. Having an activity the first night as people were getting to know each other was very important. We even had a live band the last night. One thing we did which was great was to open the evening dinners to other local people who were not able to attend during the day and this created even more enthusiasm for racing.

Following is the schedule we developed. Note that sessions are generally repeated so the “A” group and the “B” group (reflecting ability level) flip flop. Feel free to copy it, revise it, or ask us questions if you need advice:

MONDAY

8:00-9:00	Registration & check in Prepare Sailboats
9:00-9:15	Welcome and Introductions
9:15-9:30	General Session: Boatspeed
9:30-10:30	A: Shore Session - Sail Trim B: Shore Session- Tuning and Boathandling
10:30-10:45	BREAK
10:45-11:45	A: Shore Session- Tuning and Boathandling B: Shore Session- Sail Trim
11:45-12:30	LUNCH
12:30-2:15	A: OTW- Boatspeed, Sail Trim, and Boat Handling B: Shore Session- Rigging Your Boat Right
2:30-:4:15	A: Shore Session- Rigging Your Boat Right B: OTW- Boatspeed, Sail Trim, and Boat Handling
4:30-5:00	General Session Greg Fisher
5:00-6:00	Put Boats away and Clean up
6:00-7:00	Video Commentary about the Day's Sailing / Dinner at Club

TUESDAY

8:00-9:00 Prepare Sailboats
 9:00-9:45 General Session:
 Starting Strategies
 9:45-10:30 A: Classroom Session- Mark
 Roundings & Boat Handling at
 the Corners
 B: Classroom Session- Skipper
 and Crew Responsibilities
 10:30-10:45 BREAK
 10:45-11:30 A: Classroom Session- Skipper
 and Crew Responsibilities
 B: Classroom Session- Mark
 Roundings & Boat Handling at
 the Corners
 11:30-12:30 LUNCH
 12:30-2:15 A: OTW- Starts and Mark
 Roundings
 B: The Racing Rules of Sailing
 2:45-4:30 A: The Racing Rules of Sailing
 B: OTW- Starts and Mark
 Roundings
 4:30-5:00 General Session
 5:00-6:00 Put Boats Away and Clean up
 Evening Activities on your own

WEDNESDAY

8:00-9:00 Prepare sailboats
 9:00-9:45 General Session: Understanding
 Windshifts and Puffs



9:45-10:30 A: Classroom Session: Upwind
 Boathandling & Strategy
 B: Classroom Session: Downwind
 Boathandling & Strategy
 10:30-10:45 BREAK
 10:45-11:30 B: Classroom Session: Downwind
 Boathandling & Strategy
 A: Classroom Session: Upwind
 Boathandling & Strategy
 11:30-12:30 LUNCH
 12:30-2:00 A: OTW Drills
 B: Shore Drill: Spinnaker
 2:30-4:00 A: Shore Drill: Spinnaker
 B: OTW Drills
 4:00-4:30 General Session- Clinic complete
 for the day
 4:30-5:00 Relax
 5:00-6:30 Wednesday night Race
 6:30-8:30 Pitch-in Dinner at Club (bring a
 dish to share)

THURSDAY

8:00-9:00 Prepare sailboats
 9:00-9:45 General Session: Winning the
 Race and the Regatta
 9:45-10:30 A: Classroom Session- Everything
 a Crew Should Know
 B: Classroom Session: Tactics &
 More on Racing Rules
 Alternative Session: Open Forum
 10:30-10:45 BREAK
 10:45-11:30 A: Classroom Session: Tactics and
 More on Racing Rules
 B: Classroom Session- Everything
 a Crew Should Know
 Alternative Session: Open Forum
 11:30-12:30 LUNCH
 12:30-1:30 Skippers Meeting and Sail to
 Course
 1:30-4:00 Practice Regatta
 4:00-5:00 Put boats away
 5:00-6:00 Final General Session
 6:00-6:30 Happy Hour and live band
 6:30-8:30 Dinner at Club (must have signed
 up ahead of time)

FINALLY, a HUGE thanks of gratitude to each and everyone who helped us conduct this "Week of Clinics"... it was a great event and we could not have done it without your unselfish love for the sport of sailing! Thanks especially to the instructors: Greg, Harry, Jeff, John, Meredith, Gary, Ed, Ryan, Ashley, Lucy and especially my husband Ray who goes along with my crazy ideas and always supports me!

Thistle District Governor's Guide

The District Governor's Guide has been prepared to help District Governors carry out their important responsibilities. It is advisory, not mandatory. The purpose of these guidelines is to suggest methods of operating within the broad authority provided in Article XI of the Constitution and Article XII of the By-Laws.

Principal Responsibilities:

- I. **Governing Board Member:** Attend the Annual and Mid-Winter meetings or provide appropriate proxy to the President.
- II. **District Supervision:**
 - A. District Meeting to coincide with District Championship.
 1. Process pertinent District business
 2. Elect new Governor and Alternate and promptly forward their names to the National office.
 - B. Mid-Winter activities:
 1. Confirm date and sponsoring fleet of next year's District Championship.
 2. Confirm date and sponsoring fleet of next year's Interdistrict Championship.
 3. Approval of District dues schedule, if any.
 - C. Publicity and Communications:
 1. Send periodic newsletters to fleets informing of National and District news and activities.
 2. Follow up on fleet roster completion with Fleet Secretaries.
 3. Encourage fleets to be 100% registered and dues paid.
 4. Report regatta dates to Bagpipe before March 1 for District, Interdistrict, and Special regattas.
 5. Report results of these regattas to Bagpipe editor and to Thistle web page promptly for publication.
 6. Encourage fleets to publicize local club results in local sports outlets.
 - D. Sanction District Championship:
 1. Suggested rotation: First year, fleet with lowest number. Continue each year with next highest fleet number. Start over again with lowest number.
 2. Swapping of turns among the fleets is permitted.

3. If the above arrangement is not possible, a firm arrangement for rotating fleet's sponsorship should be adopted.

E. Standard for District Championship Sponsorship:

Governors may require measurement of sails, spars, etc. at the District Championships, but it is desirable to announce these plans in the race notice.

1. The regatta must be held on a weekend not less than two weeks prior to the start of the National Championship. Should an Interdistrict Championship be scheduled for one of the intervening weekends, the Districts should be held three weeks prior to the Nationals.
2. A minimum of three races shall be scheduled, two on Saturday and one on Sunday. No Sunday race should start after 2 p.m.
3. If three races cannot be held, two will constitute the series. If two races cannot be held, the series will be considered complete without a District Champion being declared, but one race will constitute the basis for qualification and participation in the Nationals.
4. Adequate launching, mooring, and docking facilities must be available in close proximity to each other.
5. The sponsoring fleet must assume responsibility for all local arrangements, including race committee, crash boats, prizes, entertainment, site of district meeting, etc.
6. All eligible Thistlers must be equally welcome at the sponsoring club.
7. The fleet whose turn it is to hold the District Championship shall proclaim its intention to the District Governor, pass or trade with an agreeing fleet before October 1 of the preceding year, including possible dates for the series. Upon receipt of this notification, the District Governor shall notify all other district fleets.

F. Challenge of Fleet Competence to Sponsor District Championship:

1. A fleet challenging the competence of another to hold the Districts must do so in writing to the Governor by November 1. The Governor shall immediately poll all

the district's Fleet Secretaries, each fleet having a vote equal to its number of R&D boats at the time of the preceding Districts. All fleet votes must be cast by December 1, abstentions being counted as opposing the challenge.

2. A 50% vote is needed to sustain a challenge. In such a case, the next fleet in the rotation order will be eligible to sponsor the regatta.
- G. Entrant's Qualification Requirements:
1. Proof of R&D status. Only skippers of R&D boats may participate.
 2. Declaration of crew for series
 3. Identification of sails, limited to two jibs, two mains, and one spinnaker, each to bear the "TCA Royalty Paid" label.
 4. No charters to be permitted.
- H. Course:
1. Whenever possible, the course for the Districts should duplicate the course sailed for the National Championship.
 2. All marks (with the exception of leeward gates) shall be left on the same side, preferably to port.
- I. Scoring:
1. The results of each race will be scored using the low point system: first boat—1 point, second boat—2 points, third boat—3 points, etc.
 2. DNF, DNS, DSQ—1 point more than the total entries scheduled to sail.
 3. Ties remaining after the Racing Rules of Sailing have been applied will be resolved in favor of the boat beating the other in the last race.
- J. Certification for Nationals:
1. Immediately after July 1, the National Secretary/Treasurer will send each Governor a list of R&D boats in the district.
 2. Upon completion of the District Championship, the Governor shall confirm the list of eligible qualifiers for the Nationals based upon official quotas (if any) and district R&D boats in effect at that time. At the same time, the Governor shall obtain the final replies from those eligible skippers who will definitely not be attending the Nationals, thus releasing their eligibility if it is needed to pass on to others because of the quota. A final eligibility list must be dispatched to the Chairman of the National Race Committee without delay and a copy should go to the National Secretary/Treasurer.

A Thistle Fleet Captains Typical Responsibilities

By Anne Jones

The impetus for writing this checklist was provided by one of our local fleet captains who phone me and requested some very, very basic advice about running a regatta. I was curious about his seeming lack of experience and inquired about his fleet leadership background. He responded, "Well, I just joined the fleet and nobody else wanted the job so they elected me."

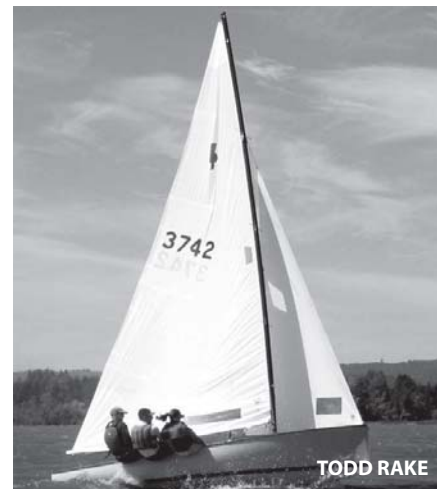
Yes, it's great to have new, enthusiastic leadership. We just need to guide that raw energy into efficiency and productivity. Perhaps the District Governors can provide their new fleet Captains with a version of this checklist tailored to local circumstances.

A Thistle Fleet Captains Typical Responsibilities January (or before)

Have an annual meeting and elected officers and be sure they understand their duties. Oversee collection of fleet, district and national dues in a timely manner (They are due no later than Jan 31). Send Fleet report to both National office and District Governor. Establish a schedule of racing, regatta, and social events. Notify appropriate club, class and fleet personnel of this schedule.

Two months before regatta (s):

Order trophies. Request labels from class secretary, if plan to send out regatta flyers. Hold a planning meeting and assign regatta duties. These duties may include generating racing instructions, releases and score forms, registration, meals, beverages, cleanup and other duties at a particular club. Or assigning a regatta chair to handle the regatta. This can also be done at the annual meeting. Request the best race committee available.



US SAILING ONE-DESIGN CLASS COUNCIL

Duties of the Thistle Fleet 34 Fleet

Captain by Susan Hale

The primary duties of the Fleet Captain are threefold - to provide leadership to the Thistle Fleet, to serve as liaison to SSA, and to serve as liaison to the Central Atlantic District (CAD) and Thistle Class Association (TCA).

Fleet 34 is chartered by the Thistle Class, and therefore includes both SSA and non-SSA thistle owners. While the Fleet Captain should encourage SSA membership for boat owners, SSA membership cannot be a requirement.

The Fleet Captain should make every effort to keep the fleet active and growing, and participation in club events high. Development and maintenance of a good crew list is critical - to provide crew leads to members who otherwise might not be able to sail, and to introduce new people to the exciting world of Thistle racing. Many leads for crew, used boats, and potential Thistle owners come via email, primarily from the Thistle web site, and the Fleet Captain plays matchmaker between skippers, crew, potential boat owners and used boats for sale. With the increased use of e-mail, this is not difficult to manage, and is vital to the growth of the fleet.

Election of the Fleet Captain takes place at the end of the year's sailing schedule, usually at a winter meeting held in late November or early December. The Fleet Captain schedules this and all other meetings.

Collections of Dues - January/February

Collection of TCA, District and Fleet dues occurs at the winter meeting or by mail shortly thereafter. It helps if a membership form has been sent to each fleet member and potential member prior to the meeting, both to facilitate collection at the meeting and collection by mail from those who can't attend the meeting. Checks should be made payable to Thistle Fleet 34, and deposited in the Fleet Account by the Treasurer (who may also be the Fleet Captain). The CAD and TCA portions are sent to the District Governor and TCA Secy/Treasurer, respectively, in one lump sum, after all dues has been collected. In December the Fleet Captain will receive from the TCA Secretary/Treasurer a blank report and form to be completed and returned with the list of fleet members and the TCA dues for the coming year. Deadline for turning in the TCA dues and report is January 31st of the new year. There will always be some laggards in the fleet, so meeting the TCA deadline is more important than waiting for every fleet member's registration and check.

One month before Districts:

Finds out which fleet members will attend Districts and assign District assistance jobs to them.

End of Season:

Order fleet trophies if appropriate. Hold a final meeting and election of next year's officers. Fleet trophies can be presented at this meeting. Pass fleet records on to new officers.

On Going:

Makes sure that new boats are measured in and that the measurement form, in duplicate, and payments are forwarded to the class secretary. Make sure that new members are welcome into the fleet and that information and fees for incoming members are provided to the appropriate fleet, district and class officers (and to your club, if it requires). Make sure the above officers are notified when a member or boat leaves the fleet. Ensure that the fleet provides required support (race committee, club workdays, etc.) to its sailing club.

Additional Suggestions:

Promote a traveling group and establish a "buddy system" to help newcomers get started on the regatta circuit. Designate an away regatta for members of your fleet to visit each month and also designate a day to race at home each month, maybe followed by a fleet picnic or other activity. Generate a list of available crew. Hold winter rug races. Designate practice races in which the tiller can be traded off to crew. Set up brushing matched, practice starts, match rac



The outgoing Fleet Captain can either turn over the collected dues to the new Fleet Captain at the time of election, or wait until all dues has been collected, deposited and disbursed, whichever makes for an easier and smoother transition. The registrations forms, with mailing, telephone and email addresses, will provide the necessary information for creating (or updating) a mailing and email list. It is recommended that potential crew and prospective thistle owners be included on all mailings and e-mailings, to generate their continued interest in our Fleet and Class.

An important topic for the winter meeting is a discussion of the desired schedule for the coming year - e.g. whether we are hosting the Districts or the Atlantic Coast Championship, or whether the fleet wants any other special club or invitational regattas. This needs to be discussed because the racing schedule for the new year will be locked in at the January SSA meeting (see next paragraph).

Scheduling the Regattas for the New Year

The SSA Fleet Captain will notify all the SSA Fleet Representatives of a meeting at SSA in January, to establish a schedule for the coming year. This is probably the *MOST* important meeting at the club for the Fleet Captain to attend, as it is the opportunity to reserve the desired sailing days for the new year.

The Thistle fleet usually holds 6 regattas during the season. There are three club regattas - the Spring, Summer and Fall regattas, and for non-club members there is a registration fee required by SSA (currently \$25). The three invitational regattas are the Spring Tuneup, usually in May, the Crab Regatta, (usually Labor Day or one week earlier), and the Oyster Roast Regatta. To fit in the TCA East Coast Fall Series, the Oyster Roast is usually scheduled the weekend of Columbus Day (which is also the Sailboat Show and a 3-day weekend, ensuring a good turnout). At the invitational regattas, a portion of each non-SSA member's registration fee (currently \$15) must be paid to SSA. Therefore the registration fee needs to be set high enough to cover the expenses of trophies, beer, etc.

The Thistle Districts are hosted by Fleet 34 every 3 or so years, and we are also occasionally asked to host the Atlantic Coast Championship. These usually can be added as a 4th invitational regatta. If this is not possible, scheduling of the Districts or ACC's takes priority over the other regatta dates and may have to replace another invitational regatta.

The Fleet Captain is responsible for ordering trophies for the invitational regattas. Additional responsibilities include registration (either doing it or delegating it to another fleet member) and recruiting a Race Committee Chair. This is especially important for our big regattas, such as the Oyster Roast, a District or Atlantic Coast Championship. Whenever asked, Tom Davies has agreed to be RC Chair for the Oyster Roast Regattas, and Mark Haslinger has willingly chaired other large regattas. This should be done early in the year before the preferred people have volunteered for RC on other dates, and especially before the March meeting where all the remaining slots are filled.

The club regattas can be spread over more than one weekend - i.e. one day each for 2-3 different weekends. If the schedule allows, we have tried 2 different weekends for the Spring, 3-4 different weekends for the Summer, and 2 different weekends for the Fall. In the Summer series, we have even opted to take the 3rd and/or 4th day and make it a separate "Trade Day" regatta. One reason we have been able to schedule so many days of racing in recent years is the good turnout of the Thistle Fleet on the scheduled race days - this has a positive impact on the "clout" of the Thistle Fleet. However, if we are hosting an additional regatta we will probably only get 2 days for the summer series, and at best a 3rd day for Trade Day.

Newsletters and E-mails

Throughout the year the Fleet Captain should maintain contact with all fleet members (and prospective members and crew) via newsletters and e-mails. There is no required number of newsletters, but a convenient pattern is as follows:

Jan/Feb: When the individual TCA cards for the fleet members have been received from the TCA Class Secretary, the Fleet Captain needs to distribute them. This may be an appropriate time to include the first newsletter of the season, along with a new Fleet Roster and Potential Crew List. Another inclusion in this mailing could be the new season's sailing schedule of SSA regattas, if the final schedule has been confirmed by the SSA Fleet Captain. If you have received any other dates of important or nearby regattas, such as the Districts, ACC's, Nationals, etc., it is good to include them in the schedule. If this seems to be too much material to send at one time, spread it out into two different mailings. However, it is important to get the TCA cards mailed before mid February, as some fleet members will be going to the Mid-Winters and will need their cards.

This is a good time to remind people, by newsletter and/or email, to sign up for Race Committee duty. If they wait until the March meeting, their names will be put on any days that have vacancies, and this might conflict with Thistle regatta dates.

March/April: The next newsletter should be sent out to announce the spring meeting, or season kickoff. This is usually held in late March or April, usually (but not necessarily) before the SSA Opening Day Brunch. This can be held at anyone's home - not required to be the Fleet Captain's - or at SSA. However, to reserve the club room at SSA you may need to plan well ahead, as many spring events are held in the club room. Items on the agenda should include a discussion of the racing schedule, as well as lining up volunteers to help run the invitational regattas.

June, August, and October provide good opportunities to send newsletters to update the Fleet on regatta results, etc.

November: The last newsletter should be the announcement of the winter meeting, where elections for the coming year are held. This letter can include the form for membership and dues for the new year. Again, this can be held at someone's home or at the Club. Other items on the winter meeting agenda include presentation of the Fleet Perpetual trophy to the Fleet Champion, as well as the CBYRA High Point trophy, given to the highest finishing CBYRA member. The District Governor is usually the one who determines this winner, as there are other fleets in the District who might have skippers in contention for the trophy.

It helps to e-mail everyone a reminder of upcoming events, in addition to the newsletters.

Fleet Meetings

In addition to the spring kickoff and year-ending meetings, it is a good idea to hold brief, informal meetings on the upper deck after racing whenever possible. This is an excellent opportunity to pass along and exchange information and ideas, promote upcoming out-of-town regattas, and discuss plans for and recruit volunteers for upcoming regattas we are hosting.

Annual Meeting

If there are amendments to the TCA Constitution to be voted on at the Annual Meeting, held during the week of the Nationals, the Class Secretary/Treasurer will notify the Fleet Captain. The votes should be collected from all voting fleet members (must be registered boat owners - 1 vote per boat), and either mailed in or presented in ONE-DESIGN SAILING SYMPOSIUM

person at the annual meeting. Proxies are common, but if the Fleet Captain is not attending the Nationals a "delegate" who is attending can be appointed to cast the vote.

Fleet Champion

At the end of the sailing season the Fleet Captain should determine the new Fleet Champion. This name is turned into the SSA Fleet Captain so that a trophy can be ordered to be presented at the Closing Day event. The formula is printed at the bottom of previous years' standings, and it is important that the Fleet Captain keep a record of the standings of all the season's club regattas, in order to determine the Champion. The Fleet has its own perpetual trophy which is presented to the Fleet Champion at our winter meeting. In most years the Fleet Champion will be an SSA member, but in the event that the Fleet Champion is not an SSA member, the SSA Fleet Championship trophy will go to the highest finishing club member.

Trophies

The Fleet Captain is responsible for purchasing the trophies for the invitational regattas. SSA will take care of trophies for the Spring, Summer and Fall regattas, but all others, such as Spring Invitational, Districts or ACC's (in the years they are held at SSA), and Oyster Roast are ordered by the Fleet Captain. If Don Moore continues as Chairman of the Crab Regatta, he will take care of ordering those trophies, and should be reimbursed.

Club Bulletin Board

The Thistle Fleet has a bulletin board at SSA, which should be maintained by the Fleet Captain, to include any articles, newsletters, ads, pictures, etc. of interest.

Bagpipe and eSSAy Newsletters

The fleet captain is encouraged to submit articles about important regattas to both the Bagpipe Magazine and eSSAy Newsletter. If there are any good writers in the fleet, encourage them to contribute.

Fleet 34 Bank Account

The fleet maintains a non-profit checking account currently with First Union. If the fleet captain is not also the Fleet Treasurer, it is recommended that he/she become an authorized signor on the account, in order to facilitate payment of dues, trophies, food & beverage, and other miscellaneous expenses.

Fleet Captain's Welcome Information; Resources for the FSSA Fleet Captain

Charles Buffington

Congratulations on being chosen Fleet Captain for your Flying Scot® Fleet! It's a big job that requires good organization and new ideas for fleet activities. The purpose of this document is to let you know how you fit into the world of Flying Scot® sailing and to give you some resources to help with the task. A central theme of this document is fleet building. Nothing you do as Fleet Captain is more important than keeping active sailors active and bringing new sailors into the fold.

Getting Started

Meet with the outgoing Fleet Captain to get briefed about fleet activities and issues. Continuity is important, so get your hands on all the important fleet documents such as the Constitution & By-Laws, roster of members, racing schedule, old regatta announcements, sailing instructions, dues forms, Fleet scrapbook, and correspondence.

Check an issue of Scots-n-Water for the current list of District Governors and Officers. Call your District Governor and tell him/her how to be in touch with you. Let FSSA know you've been elected (e-mail info@fssa.com). Remember, you must be an FSSA member to be Fleet Captain.

Explore the FSSA website (www.fssa.com). It's a vital source of information and getting better all the time. Sign up for access to the Fleet Captains' Chat Room (coming soon!). The website has links to other important sailing sites including U.S. Sailing and Flying Scot®, INC.

US Sailing provides a major resource, the One Design Class Council (www.ussailing.org/odcc). This site contains a newsletter-exchange program (SNAX) and a Fleet Captains' Manual (FCM). You should access the FCM and consider printing a copy. It's a fabulous source of ideas. The Table of Contents of this manual appears in Appendix 1.

Fleet Constitution

If your fleet does not have a Constitution and By-laws, you may want to get one organized and approved by the membership. Fleets aren't required to have these documents, but they can help define the duties of the fleet officers and provide a basis for fleet governance. Prototype documents are available on the FSSA website (address?) in PDF format and can be adapted to the needs of the fleet. Contact FSSA if you want a modifiable

(Word) version. It's important to note that FSSA rules take precedence, if the fleet's Constitution or By-Laws conflict with FSSA.

FSSA Handbook

You'll want to get a copy of the FSSA Handbook (www.FSSA.com/ht/fssa-handbook.htm). FSSA can send you a copy if you have trouble printing off the website. The Handbook has the FSSA Constitution and By-Laws, Specifications, and Chief Measurer's Rulings. The Handbook was updated in July, 2003. These documents help with local issues such as allowable boat modification and the requirement that all participants in FSSA-sanctioned events are FSSA members. It's a must-read since you will be the local FSSA representative and expected to speak with authority on these and similar issues.

Your Relationship to FSSA

Fleet Captains are the eyes and ears of FSSA. An annual report will be requested by FSSA in January and should be returned within 30 days. FSSA needs to know when boats change hands and how to contact the new owners. Fleet Captains should stay in close touch with their District Governors and pass District and National news back to their members. Fleet Captains should also encourage sailors to submit articles to Scots n' Water and write a few themselves. Currently, articles from each district are grouped together into an issue. Your District Governor will make you aware of the deadline. "Human interest" articles on all types of fleet activities and individual adventures are encouraged. Photos that can go on the cover are especially needed.

Your Regatta Announcement and Results

Send regatta notices to info@fssa.com by Feb 15 for early summer regattas and by April 15th for later ones. Notices will be posted on the website and may be printed in subsequent issues of Scots n' Water. Send results to the same address. Text should be saved in Word or ASCII Text Format and pictures sent as attachments in high-resolution jpg files.

FSSA Membership

The Flying Scot® is a one-design sailboat, and having a strong national organization is crucial to maintaining the integrity of the class. Strict one-design control means that older boats compete on a par with newer ones and thus maintain their value. You should encourage all Scot owners to join

FSSA whether they race or not. Membership is required for all FSSA-sanctioned events including District Championships. You should include this requirement in Race Notices and Sailing Instructions. Prospective members can join on-line at www.fssa.com.

Fleet Rosters

One of your most important jobs is keeping track of all Flying Scots® in your area. FSSA will provide a fleet roster for you in January of each year that needs to be updated and returned within 30 days. Keep your own roster during the year. Track down as many boats as you can. The active boats in the fleet are easy to find, the inactive local boats less so. It's really important to identify "stray" new boats in the area because they may join your fleet if invited. Watch the New Members section of Scots 'n Water to identify new boats in your area.

Fleet of the Year Award

Each year, FSSA sponsors an annual award for the "best" fleet. The Score Sheet is in the Handbook (page 13 of By-Laws). It's fun to enter, even if you don't think you can win. The exercise will tell you what activities FSSA values in its local fleets and, perhaps, give you some ideas for new events.

Fleet building

Fleet building is your most important duty. Be highly visible in local sailing and readily available. Plan fun activities for the non-racing segment of the fleet as well as a racing program. Expect everyone to attend both types of activities. Social functions are very important to the health of the fleet, and one approach is to delegate responsibility

for social functions to the "sociable" people in the fleet. Hold special educational events to bring everyone up to speed on all aspects of sailing. Encourage sailors to go to District and National events. Get the local newspaper to cover local Flying Scot® activities. Have a fleet member write a column about race results or fleet activities. Generate enthusiasm.

Fleet Newsletter

Organize and distribute a fleet newsletter in which you capture the exploits of as many fleet members as possible. The US Sailing FCM has a host of great ideas about newsletters and US Sailing's One Design Class Council has a newsletter exchange program (SNAX) that can provide ideas and articles of general interest (www.ussailing.org/odcc).

Local Politics

As the Flying Scot® Fleet Captain, you will represent the fleet in dealings with your local sailing club and Race Committee. Don't be shy. Sign the fleet up for its share of Race Committee duties and find volunteers to fulfill the commitment. One approach is to volunteer to run a regatta for another fleet in exchange for help with yours.

Continuity

As with other administrative positions, being Fleet Captain takes some getting used to. Don't be surprised to spend the first year learning the job. Consider a two-year term of office, and consider having an Assistant Fleet Captain elected to help you. It will take some of the load off you and help prepare a knowledgeable successor.



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Thistle Class Association Fleet Secretary Job Description

By Patty Lawrence

Fleet Secretaries have one of the most important jobs within the Thistle Class Association. *Fleet Secretaries hold the class together. They are responsible for two of most important functions in the class: dues collections and vote gathering.*

Dues Collection

Approximately 75% of TCA members come from fleets. It's where we get our most active members and a large portion of our income.

In November each fleet secretary receives a report listing everyone in the database affiliated the fleet including: contact information, last year dues paid, family names, as well as the name of the fleet, officers, etc. *Fleets are responsible for updating the report and collecting the dues.*

Fleets should schedule annual meetings in November, December or January. The fun factor increase when the emphasis is on "party" rather than on "meeting." Fleet meetings are pretty open has to how they work—food and drink and a Saturday night generally tends to be a big draw, but it's up to you. A secretary of one of the largest fleets in the country once said, *"We given them something to drink, we give them something to eat, and then we hit them up for dues!"*

The TCA is a friendly class and we like to keep in touch with the members. A fleet party keeps the fleet taking and interested in sailing. Secondly, it

much more cost effective have sending invoices to each and every member.

Inevitably there will be one or two people who miss the party or forget their checkbook. Send in the report without them and then follow up with the stragglers. Email them, call them, write them, and send them a bill. Let them know you *really, really* miss them. Tell them you'll stop when they show you the money.

The dues deadline is January 31 and delinquent after February 15. Please make every effort to return fleet reports and dues on time. MidWinters are around the corner and late renewals mean sailors are missing *Bagpipes* and the Green Book. It is expensive to send renewal letters from the National secretary's office. Postage accounts for 10-12% of our budget and most of that comes from sending renewal notices.

Fleet Voting

All proposed amendments to the constitution are published in the Bagpipe prior to the annual meeting at Nationals. The second major duty of the fleet secretary is to obtain fleet votes for proposed amendments. Proxy statements are sent via email to the fleet secretaries. Each fleet has as many votes as it has registered and dues paid members. Again it's important to have a meeting and vote on the amendments.

Often a spark plug builds the fleet; the secretary is the person who maintains it. *Thanks you all your hard work this year!*

Online Problem Solving

by Charles Buffington

The Flying Scot Sailing Assn has worried about a decline in membership over the last several years. I was asked to chair the Membership Committee and given the task of reversing the trend. I assembled an Advisory Group that included several members of the committee, 2 District Governors, 2 Fleet Captains, a former President, a representative from class Headquarters, and several owners. We used email and a sequential process to identify our problems and develop solutions. This iterative process took 6 weeks and resulted in a final document that is providing a roadmap for committee action.

The problem-solving technique is a derivative of the "IDEAL" technique developed by John Bransford and Barry Stein (The IDEAL Problem Solver; WH Freeman and Co, 1984). In this

technique, a group is assembled in a room. People sitting around a table take turns stating the problem as they see it without offering solutions or debating the issue with others. Then the group writes a "statement of the problem" and edits it until everyone agrees. Next comes a period in which members of the group suggest solutions (the wilder the better) without critique. A scribe writes down each idea as it is suggested. Finally, each potential solution is evaluated, and the group decides on the best approach. The moderator runs the process and cuts short discussion that is not appropriate for the specific task at hand. Separating the process into discrete steps has many advantages from a psychological standpoint, but these issues are too lengthy to discuss here.

The challenge for us was to get the process to work using email. As moderator, I provided a summary of the process and outlined the steps in an initial email to the group. Then everyone made their own list of the problems that affect member-

ship in FSSA and sent it to me. I sorted through the lists, categorized the problems into a logical framework, and edited them to avoid duplication.

The resulting document was titled “Step Two: Clarifying the Problem(s)”. It was sent to the group members for comments on specific problem statements. Comments were distributed to the entire group. Many emails resulted as the group struggled to figure out exactly what our problems are. I rewrote the document to include the group wisdom that developed.

The resulting document titled “Step Three: Suggesting Solutions” was distributed. Each group member rated the priority of each problem on a 1 to 5 (low to high) scale and suggested a solution or two. I collated the responses, averaged the priority scores, listed the proposed solutions and generated another document.

This document was titled “Step Four: Refining Solutions”. Group members mulled the proposed solutions over, evaluating the pros and cons of each idea and suggesting refinements. After a period of “discussion”, I took the best and brightest and most practical ideas and produced a report titled “FSSA Membership Advisory Group: Statement of Problems and Recommendations”. This report has provided a roadmap for the membership committee as it works to increase membership.

Here’s a specific example of the process:

Initial statement of problem:

“Only 1650 of approximately 5500 Scot owners belong to FSSA”

Refined problem:

“It’s difficult to contact Scot owners who are not FSSA members to solicit membership”.

Proposed Solutions: Priority Score: 3.5 (medium)

- Put an FSSA flyer in each parts box shipped by Flying Scot, Inc.
- Have Fleet Captains put FSSA posters at launch ramps, etc
- Have District Governors track all Scots in their region.
- Put on a good show (training/social) at the lake and have each active fleet member bring a fringe boat.
- Put a tear-out membership form in the class magazine, Scots n’ Water.
- FSSA should encourage personal involvement by staff/class officers/volunteers/sailors to find more sailors.

Final Stmt of Problem and Recommendations:

It’s difficult to contact Scot owners who are not FSSA members in order to solicit membership.

- FSSA should encourage personal involvement by class officers, staff, volunteers and front-line

sailors to find and actively recruit more members and to promote Scot ownership on a local level. For example: put on a good show (training/social) at the lake and have each active fleet member bring a fringe boat.

- Have Fleet Captains and District Governors track all Scots in their region and contact them on a regular basis.
- Put a tear-out membership application in Scots n’ Water.
- Develop, print, and distribute a flyer/brochure touting the benefits of FSSA membership.
- Put a FSSA flyer in each parts box shipped by Flying Scot, Inc, each suit of sails, and products from Dave Neff.
- Have the builder Harry Carpenter send FSSA promotional material to his mailing list.
- Help Harry pay for the FSSA ad in “One-Design Showcase” in Sailing World in exchange for adding contact information for FSSA.

Five months after the Recommendations were generated, we have produced a brochure touting the benefits of FSSA membership for use at boat shows and in parts boxes, changed the job descriptions of our Fleet Captains and District Governors to include tracking boats, and encouraged training/social fleet activities as an item in a new e-mail based Fleet Captains’ Bulletin. Tear-out membership applications have proven too expensive, but a large ad encouraging FSSA membership is in place in the class magazine.

We identified a total of 22 problems in areas such as “Fundamental issues”, “Membership benefits”, “FSSA Organizational Issues”, “Membership Management Issues”, “Promotion/Advertising”, and “Recruiting Issues”.

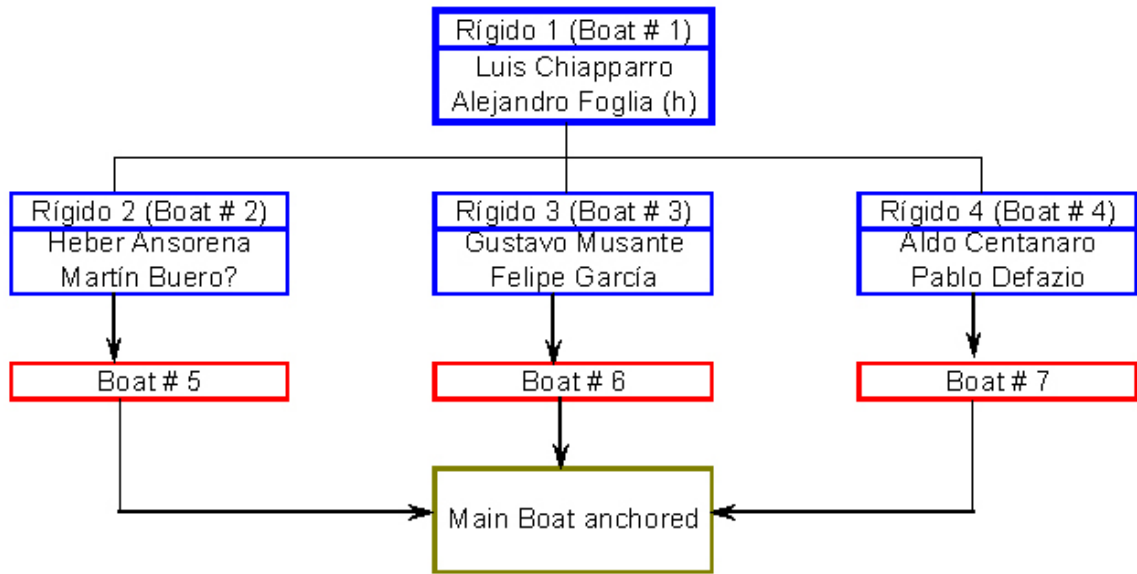
There are several advantages to this approach. By correctly defining the problems, we avoid jousting with windmills. By agreeing on solutions, we focus our efforts. By discussing the issues, we identified individuals with particular expertise who will contribute to implementation.

It’s also worth noting that we had input from individuals in a variety of roles within the organization. These individuals often had conflicting opinions that alerted us to additional problems or solutions...a useful process.

Email turned out to be a remarkably effective way to accomplish the task, but the “Reply to All” button should be used carefully. The “Tools” “Track Changes” mode in Word was very useful. I put clear instructions for what to do (and what not to do!) in each document. Each step took about a week. Having deadline for each step was very useful.

ESQUEMA DE PLAN DE SEGURIDAD

(Security Plan)



Boat # 1 - Rescue - Rescue Coordination & RC assistant

Boat # 2 - Rescue & Jury

Boat # 3 - Rescue & Jury

Boat # 4 - Rescue

Boat # 5 - Boat # 2 Assistant

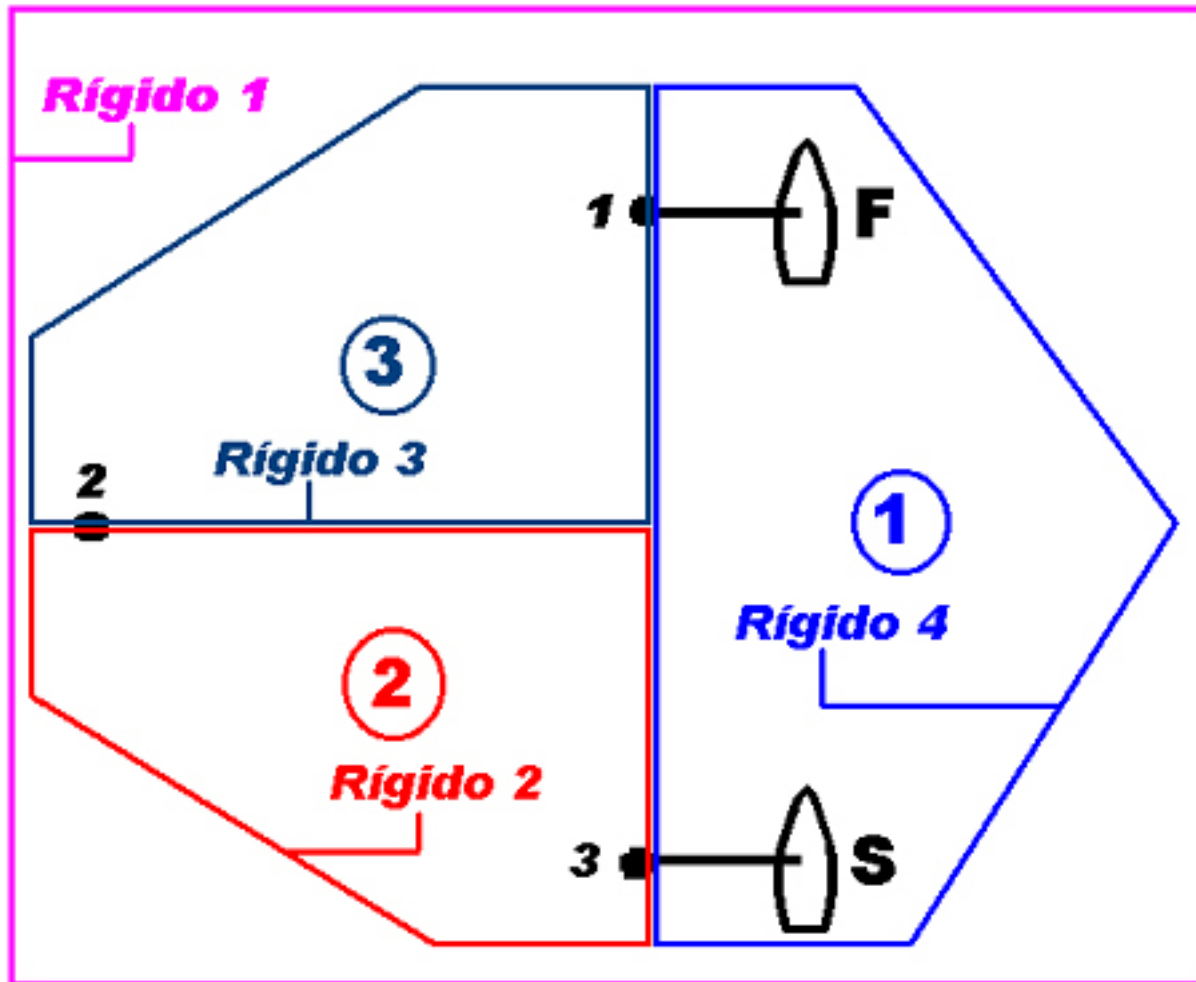
Boat # 6 - Boat # 3 Assistant

Boat # 7 - Boat # 4 Assistant

EQUIPEMENT PER BOAT TO BE CARRIED ON BOARD

* Boats # 1-2-3-4	** Boats # 5-6-7
* 2 Floating ropes of 10 meters length for towing	
* ** 2 Fuel tancs always fullfill	
* ** 2 Life jackets	
* ** 1 VHF radio	
* ** 1 Anchor rope 20 meters length w/anchor and 1,5 meters of chane.	
* 1 Leatherman	

ZONES (AREAS) DISTRIBUTION



Mercedita

VHF Manners

By Paul Ulibarri, International Race Officer

VHF marine radios have become an integral part of race management. They have become so common that the US Federal Communications Commission (FCC) no longer requires a license to operate them. However, many people who own them don't know how to properly use them. They are not toys and they definitely aren't citizens' band (CB) radios.

Channels

The FCC has established strict rules for channel usage on VHF marine radios. Channel 16 is the international calling and distress frequency. If your radio is on, but not being used, you must monitor channel 16. Any distress calls must be made on channel 16. The Coast Guard has designated channel 9 as a secondary calling channel, but not for distress calls.

Channel 13 is used for ship to ship communications. If you want to contact a commercial ship, perhaps to confirm that they are aware of your boat's presence or to agree on how you will cross each other, this often is a better channel to use than channel 16. Channels 7A, 8, 10, 11, 18A, 19A, 67, 79A, 80A, and 88A are authorized for use only by commercial vessels. Other special-use channels are 12 and 22A, used by the Coast Guard; 14, 20A, 65A, 73, and 74, used by port authorities; and channels 25-28 and 84-87, used by marine telephone operators.

Channels 68, 69, 71, 72, and 78A are the only ones authorized for recreational use – race management in our case. Since there are only five channels available, and no one else within a five to ten mile radius can use your channel while you are talking, the conversations need to be brief, professional and to the point. A VHF radio is not to be used for idle chit-chat.

Making Calls

The marine radio is not a CB so don't use phrases like, "That's a big 10-4". Don't ask for needless radio checks – it is against the law to request one from the Coast Guard. You are strongly encouraged to use "procedure" words. These shorten the length of the message and eliminate confusion. Remember to use "over" when you expect a reply. Use "out" when you are finished. "Roger" means, "yes I understand." "Wilco" means both "Roger" and "I will do that or I will comply." "Affirmative" is "yes" and "Negative" is no. Keep conversations short and to the point.

Assuming that you've already agreed on a channel with your on-the-water team, making a call has a definite procedure:

"Mark 1, Mark 1, Signal, over"

(Repeat the name of the boat you are calling two or three times, then your boat once, ending with "over" to indicate the end of your call.) Mark 1 will respond:

"Signal, Mark 1"

Then make your request:

"Please go to one point five nautical at zero-eight-zero degrees and stand by, over."

Mark 1 responds by repeating your request:

"Roger, one point five nautical at zero-eight-zero, over."

"Thank-you, Mark 1. Please report wind direction and velocity when you arrive at your position. Signal out."

If you are trying to contact another boat and have not agreed upon a channel in advance, hail them by name on channel 16 (or channel 9 if 16 is busy), then switch immediately to another open channel:

"Wasting Away, Wasting Away; this is Millennium Dragon, over."

Wait 15 seconds for them to respond. If they don't, then try again. If they still don't respond, wait at least 15 minutes before trying again, since they are not listening or are out of range. Hopefully, they will get right back to you:

"Millennium Dragon; Wasting Away, over."

"Wasting Away – switch and answer channel seven two, over"

"Roger, switching to channel seven two, over"

Emergencies

There are two types of emergencies – life threatening and non-life threatening and a proper call for each. The call for a non-life threatening situation is "Pan-Pan" (pronounced "pahn-pahn"). The call for a life-threatening situation is "May-day". In either event, it's important that you communicate clearly and succinctly with whoever answers – you may not get a second chance.

A distress call is made by calling on channel 16 and saying the appropriate emergency call word three times followed by the name of the boat three times, then your position. Give the latitude and longitude of your boat's position as shown on your chart or GPS unit, or describe your position in relationship to an identifiable landmark. Then describe the emergency (remember it is illegal to transmit a false distress signal):

"Pan-Pan, Pan-Pan, Pan-Pan. This is Hobie 17 [three times] approximately 200 yards northwest

of the south tower of the Golden Gate Bridge. I have capsized and am unable to right my vessel. There is one person on board, no injuries. The boat is turtled and I require assistance. Standing by on channel 16.”

If you don't receive an answer, continue to make the same transmission every two minutes. Though you may not hear anyone answer your call, someone may hear you.

Handheld VHF radios have come a long way in a very short time. You can purchase a waterproof

unit with extra batteries for less than \$200. It's a worthwhile investment for anyone interested in race management, or for safety purposes while sailing (they are not class legal to use while racing). However, with their ownership and use come obligations and restrictions. They are not CB's nor PRS (personal radio services) radios. Treat them with respect, and you'll never be accused of being an "on-the-water trucker."

Roger, Signal out.
pu

The Care and Feeding of Marks

by Paul Ulibarri, International Race Officer

It goes without saying that buoy races wouldn't happen without buoys. Over the past 30 years, inflatable marks have become the standard because they are lightweight, easy to use and easy to store when deflated. However, not everybody knows the tricks to the care and feeding of these beasts. With each mark costing upwards of \$300, it's worth taking the time to review the basics.

Inflating

If you blow up the marks in the cool morning, what happens by mid-afternoon when it gets hot? They get fat because the air expands as it heats up. When a mark gets too fat, it starts to leak. Leaky marks don't float that well. The lesson? Leave the mark a little "floppy" when you inflate it. Better yet, when buying new marks, get the "dump" valve option – it's only a few dollars more.

While some inflators cost over \$100, an inexpensive and versatile mark inflator can be found at your local camping store. Ozark Trail and Coleman both make rechargeable mattress inflators that run off a 12V cigarette lighter outlet and 120 VAC household current for \$19 (Wal-Mart).

Ground Tackle

How you anchor your marks depends a lot on the water depth and the bottom conditions. If the wind and wave action is light, a small mushroom anchor may be sufficient. At the 2004 Mexico Hobie 16 Worlds, where the wind, waves and depth were extreme, we used 100 pound blocks of concrete that we didn't mind leaving behind. However you attach the mark to the bottom, make sure you have enough scope – at least 1.2 times the water depth. Make sure the anchor is heavy enough and the right type for the bottom to keep marks from dragging. Also, in consideration of rudders and daggerboards, tie a small (at least 2 ONE-DESIGN SAILING SYMPOSIUM

lb.) weight to the anchor line about 6 ft. from the mark. That will make the anchor line go straight down from the mark and prevent snags.

Setting

For a weather or reaching mark, setting is easy – just lower the anchor and toss the mark over the side. The person handling the mark and ground tackle needs to be very conscious of the position of the anchor line relative to the boat's propeller. Nothing will bring things to a grinding halt faster than a prop fouled by an anchor line. The best way to set weather and reaching marks is to put them over the side of the boat while reversing slowly.

Setting start / finish pins and gates them to be placed within feet of a desired spot. That's not as easy as it sounds, since the anchor line allows the mark to drift downwind (and down current) from where the anchor sits on the bottom. Fortunately, there are a couple of tricks in getting a mark to end up exactly where you want it.

The first trick is fairly common knowledge: trail the mark behind the boat, keeping only the anchor in the boat. The person holding the anchor line holds it high, out of the propeller. The mark boat driver then heads slowly upwind / upcurrent at the proper distance for setting a start / finish line or gate. When the mark is in the right place, drop the anchor over the side. The mark will remain stationary while the anchor swings to the bottom.

How do you know when the mark is in the right place, though? Here's where the second, lesser known trick comes in. As you trail the mark behind you, pretend the mark boat is the mark. It's much easier to judge a square gate or line from the boat's perspective. When the mark boat is where the mark should be, "burp" the throttle (a very short burst). This will do two things – it gives the boat a quick push and it leaves a very visible swirl in the water. When the mark gets to the windward side of the swirl, drop the anchor. Your mark will end up where the boat was a few seconds ago.

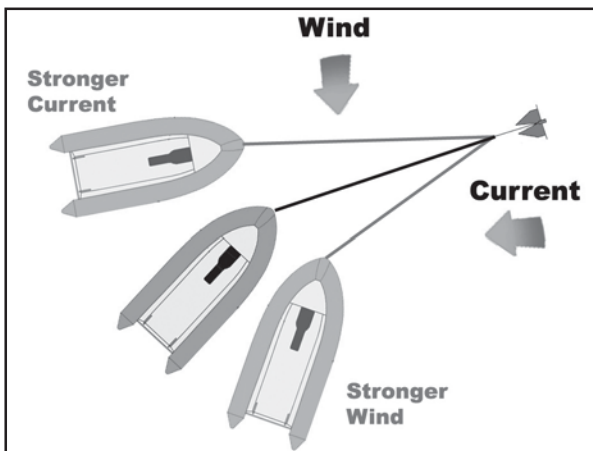
Current Revisited

By Paul Ulibarri, International Race Officer

A few issues ago, we talked about current and how it affected the competitors and to a lesser extent, the race committee. In this installment, we'll concentrate more on the challenges faced by the race committee in setting marks and square start / finish lines.

Basic Dynamics

Whenever something floating (a mark, a boat) is anchored, it's position is affected by both the wind and the current. This can result in some strange effects when the current is not running in the same direction as the wind. Most often, an anchored boat in current will point at an angle to the wind and the anchor line will not run straight out from the bow. To complicate matters, if the



wind or current varies, the boat will move and turn depending on whether the wind or current has more influence. This makes setting square lines very difficult (see the diagram left).

Mark Sets

Because their position is not as critical as the starting line, setting marks in current is relatively easy. It's a matter of having enough anchor line and an appropriate anchor for the bottom conditions. Instead of using an anchor line of 1.2 times the water depth, use up to 2 times the water depth. Make sure to use a length of chain with the anchor to help it stay set. The weather mark boat should maintain a GPS ping on the mark to make sure it's not drifting.

Getting the Signal Boat Oriented

When the signal boat is pointing at an off-angle to the starting line, it can be difficult to sight the line and for competitors to see signals and notices. There are a couple of tricks you can do with the anchor line to get the signal boat to face into the wind. Rigging a bridle on the anchor line works when the current is running across the

wind. The lengths of the bridle can be adjusted to keep the signal boat pointed into the wind. In either case, it's very important to put a counterweight on the anchor rode to keep it from interfering with the rudders and daggerboards of boats trying to start.

Often it is best just let the boat lay whatever way it is going to lay. In this case, have the flags on poles and move them to the appropriate position on the boat. This is what we will do in China at the Olympics where the current is normally 1.6 – 2 knots, and the wind 2 – 6 knots.

Alternatively you can try a stern anchor and if the current is not too strong this will work. The bad part is the rode is usually in the way of starters. As in most lines, add a weight to sink the rode.

Setting the Line

Once the signal boat is settled in, take note of the angle of the anchor line relative to the boat. That's the approximate angle that the pin boat needs to travel up to drop their anchor (remember the mark setting tricks from last issue?). Depending on the angle of the anchor line, you can square up the line by adjusting the anchor line length. More often than not, you need to get the pin set right since letting out anchor line on the signal boat will have unintended consequences, like making the starting line shorter. Again, it's important to have that counterweight to keep the anchor rode away from rudders and daggerboards.

Managing the Start

If the current is running upwind, guaranteed you'll have problems with boats over early. Be prepared with the "I" flag (around the ends penalty), the "Z" flag (20% penalty), and as a last resort, the black flag (automatic DSQ). A black flag is almost never called for – there's a problem with your starting line if you can't control the OCS boats. Use a voice recorder and multiple line spotters to sight the line and nab all those early starters. Adjusting the favored end of the line is one way to compensate for current, but that deserves an article all to itself.

Setting a fair course in current is probably one of the greatest challenges a PRO will face. Knowing in advance how boats and marks will behave, and knowing the tricks to get them to behave, is key to rising to that challenge.

Happy racing,
PU



US SAILING's Mount Gay Rum Speaker Series

One Design Sailing Symposium	11.17.07	Columbus, OH
Tampa Sailing Squadron	12.15.07	Tampa, FL
Union League Yacht Club	01.15.08	Philadelphia, PA
Windjammers of the Chesapeake	02.02.08	Annapolis, MD
Island Bay Yacht Club	02.23.08	Springfield, IL
Gulf Coast Sailing Club	03.30.08	Naples, FL

If you or your club is interested in hosting a Mount Gay Rum Speaker Series Event
or to find out more please contact:

Brian Welsh at 401-683-0800 x-682 or brianwelsh@ussailing.org

YOUR PASSION. ORGANIZED.



Photo by Fran Grenon

This crew has to be just as sharp as yours.



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Race Officials

Safety at Sea

Rules

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