



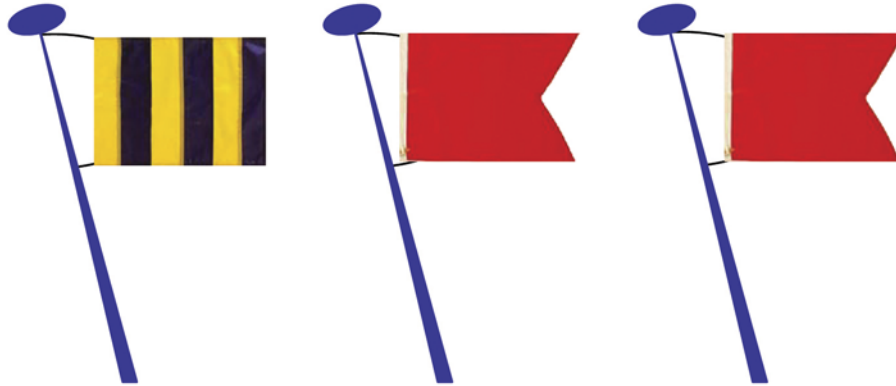
# ONE-DESIGN SAILING SYMPOSIUM

NOVEMBER 15-16, 2008 • ATLANTA YACHT CLUB



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November 14, 2008

Dear One-Design Sailors and Supporters,

Welcome to US SAILING'S One Design Sailing Symposium. We're glad you are here and we are planning 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 Atlanta and will head home with lots of information. Be sure to tell others what you learned about sailing, sailors and US SAILING. I will be stopping by on Saturday. I hope to meet you at the event and I am willing to tackle any questions.

Smooth sailing,

A handwritten signature in black ink, appearing to read "Jim Capron", with a stylized flourish at the end.

Jim Capron, President

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**ODSS Participant Notebook**

Editor / Layout / Production - Matt Bounds  
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# 2008 One-Design Sailing Symposium

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Award Nomination Forms  
US SAILING Membership Programs & Forms  
Championship of Champions  
2009 Championship Calendar  
NSPS; Training Programs  
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## One-Design Sailing Symposium

### I

# Symposium Navigation

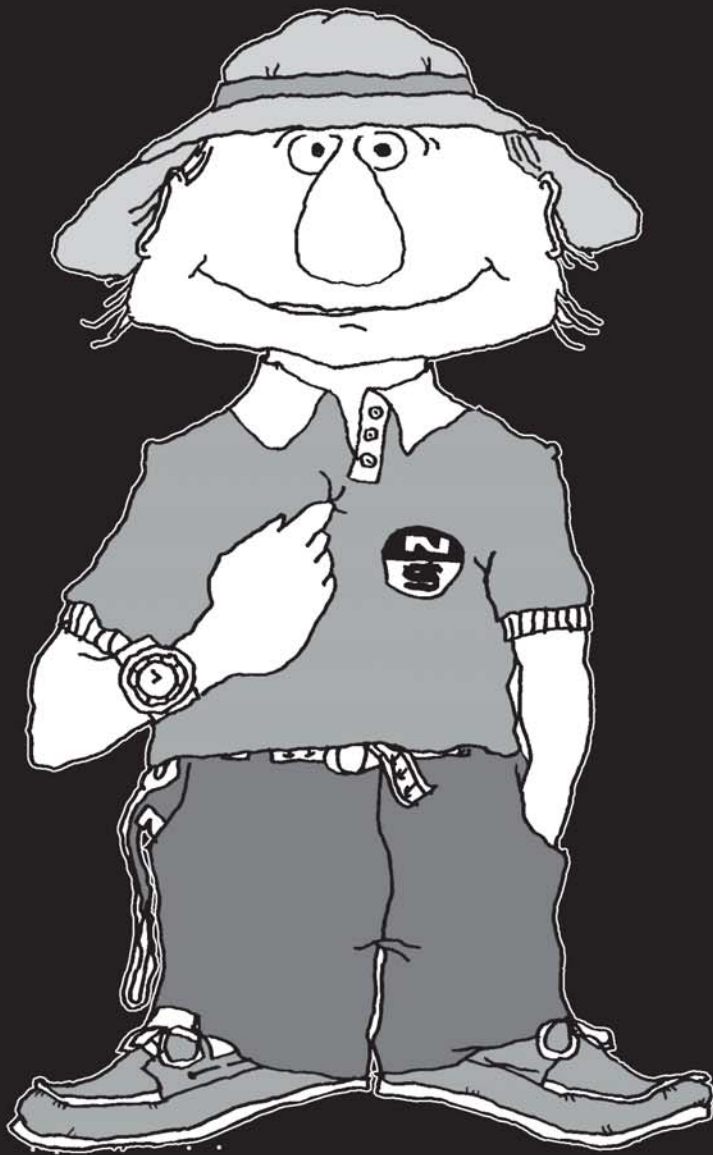
**“Noah had an absurd idea that he could navigate without any knowledge of navigation, and he ran into the only shoal place on earth.”**

**Mark Twain**

*American writer and philosopher, 1835 – 1910*

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All About One Design Sailing

*Proud to support the 2008 US Sailing One Design Sailing Symposium*





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# 2008 One-Design Sailing Symposium

Time	Agenda Topic	Speakers	AYC Location
<b>FRIDAY November 14</b>			
8am-5pm	Basic Race Management Seminar	Tom Duggan	Lounge
6-8pm	Welcome Cocktail Party and Registration		Dining Room
<b>SATURDAY November 15</b>			
7:45-8:15	Registration		Dining Room
8:15-8:30	Welcome, Introductions, Door Prizes ODSS... What is it All About?	Patty Lawrence Jereyn Biehl	Ballroom
8:30-9:15	<b>Keynote Address: Annual Sailing Industry Report</b>	Jonathan Banks	Ballroom
9:15-9:45	Making Your Class Attractive - Photos Enhance Class Marketing Efforts	Fried Elliot	Ballroom
9:45-10:00	Overview of morning workshops		
10:00-10:50	Sponsorship & Marketing of Events	Dan Egan	Ballroom
	Insurance - Myth vs. Reality	Sarah Davidson	Dining Room
	Go Fast Workshop #1 Racing in multiple classes – The Dynamics	Mike Ingham, Greg Fisher, Greg Griffin, Skip Dieball	Lounge
10:50-11:00	Move to workshops		
11:00-11:50	Improve Race Committee-Competitor Relations	Tom Duggan	Dining Room
	Take Your Fleet to the Next Level - Coaching Clinids	Tom Hubbell	Ballroom
	Go Fast Workshop #2 Sail Shape Analysis	Skip Dieball	Lounge
11:50-12:00	Move back to General Session		
12:00-12:10	Networking Lunch Overview	Jan Davis & Mary Buckley	Ballroom
12:10-12:50	Networking Lunch (included in your registration fee)		Dining Room
12:50-1:00	Move back to General Session		
1:00-1:40	<b>Keynote Address: Boat Speed through Balance</b>	Greg Fisher	Ballroom
1:40-1:50	Overview of afternoon workshops		
1:50-2:40	Speeding Up Measurement at Regattas	Chris Howell	Ballroom
	Photography Workshop ( <b>BRING CAMERA &amp; LENSES</b> )	Fried Elliot	Dining Room
	Go Fast Workshop #3 Racing in multiple classes – The Dynamics	Mike Inham	Lounge
2:40-2:50	Move to workshops		
2:50-3:40	Optimize Championship Schedules to Improve Participation Panel Discussion	Tom Hubbell, moderator Bill Ross - Flying Scot Mike Ingham - J/24 Matt Bounds - Hobie Cat Chris Howell - J/22	Ballroom
	Promotion - Getting the Word Out	Marlieke Eaton	Dining Room
	Go Fast Workshop #4 Reading the Wind	Greg Griffin	Lounge
3:40-3:50	Move to workshops		
3:50-4:40	Outstanding Regattas - Creating Can't Miss Weekends	Greg Griffin - Thistle Cindy Clifton - Sunfish	Ballroom
	How High School Sailing	Don Shea	Dining Room
	Go Fast Workshop #5 Preparing for a Big Regatta	Greg Fisher	Lounge
4:40-4:50	Move back to General Session		
4:50-5:30	<b>Keynote Address - Event Communication</b>	Craig Leweck	Ballroom
5:30-5:45	Wrap-up		Ballroom
6:30	<b>Mt. Gay Speaker Series featuring Dave Perry "Winning Moves in One-Designs"</b>	Dave Perry	Ballroom & Dining Room



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# 2008 One-Design Sailing Symposium

Time	Agenda Topic	Speakers	AYC Location
<b>SUNDAY November 16</b>			
8:00-8:10	Welcome, Announcements, and Door Prizes		Ballroom
8:10-8:30	<b>ODCC Meeting &amp; Election</b>	Matt Bounds	Ballroom
8:30-8:45	<b>US SAILING National One-Design Awards</b>	Matt Bounds Tom Hubbell	Ballroom
8:45-11:45	<b>North U Rules Seminar</b>	Dave Perry	Ballroom
11:45-11:55	Overview of afternoon workshops & move to session rooms		
11:55-12:45	Online Registration & Class Database Management Best Practices	Ken Taylor	Lounge
	Lightning Boat Grants - Who, What, Where, WHY?	Jan Davis	Dining Room
	Small Boat Safety and Preparedness	Dave Rosekrans & Tom Hubbell	Ballroom
12:45-1:30	Lunch (included in your registration fee)		
1:30-1:35	Move back to General Session		
1:35-2:35	One-Design Connecting with Industry	Greg Fisher, moderator James McKenna Skip Dieball Kyle Gross Steve Perry	Ballroom
2:35-2:45	Wrap Up, Raffle, Big Door Prizes		Ballroom

## Thank You!

**Host Club: Atlanta Yacht Club**

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**Lake Lanier Sailing Club  
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**Barefoot Sailing Club  
Atlanta Area MC fleet**

**Volunteers:**

**Mike Ross  
Peggy & Means Davis  
Pam Eastman  
AYC cabin owners**

**Buz Benzur  
Marianne & Don Hackbarth  
Pam Keene  
AYC volunteers**

**Jim Roberts  
AYC staff**

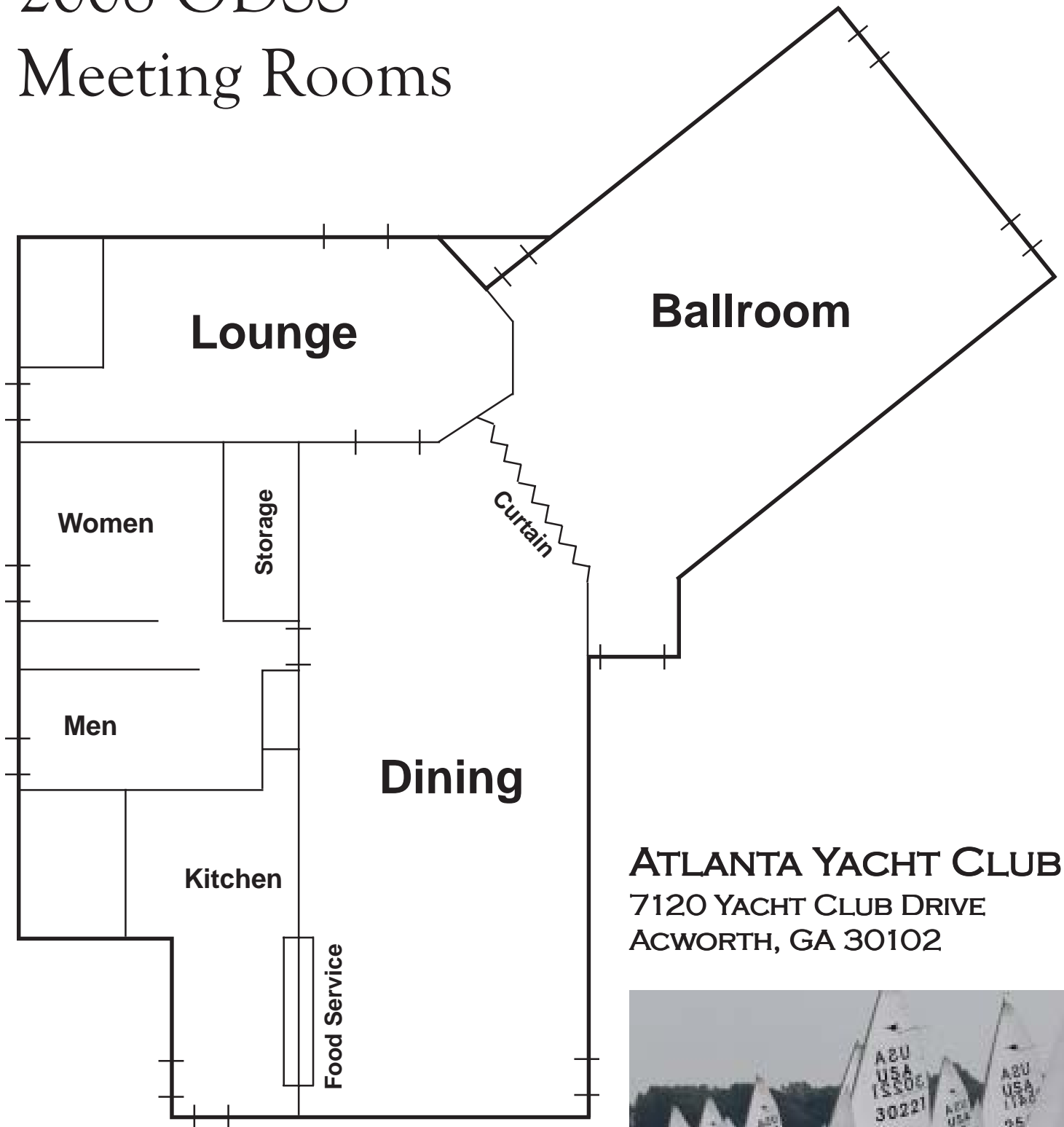
**LLSC volunteers:**

**Linda Merkle**

**Susan Reddaway**

**Martine Rawlings**

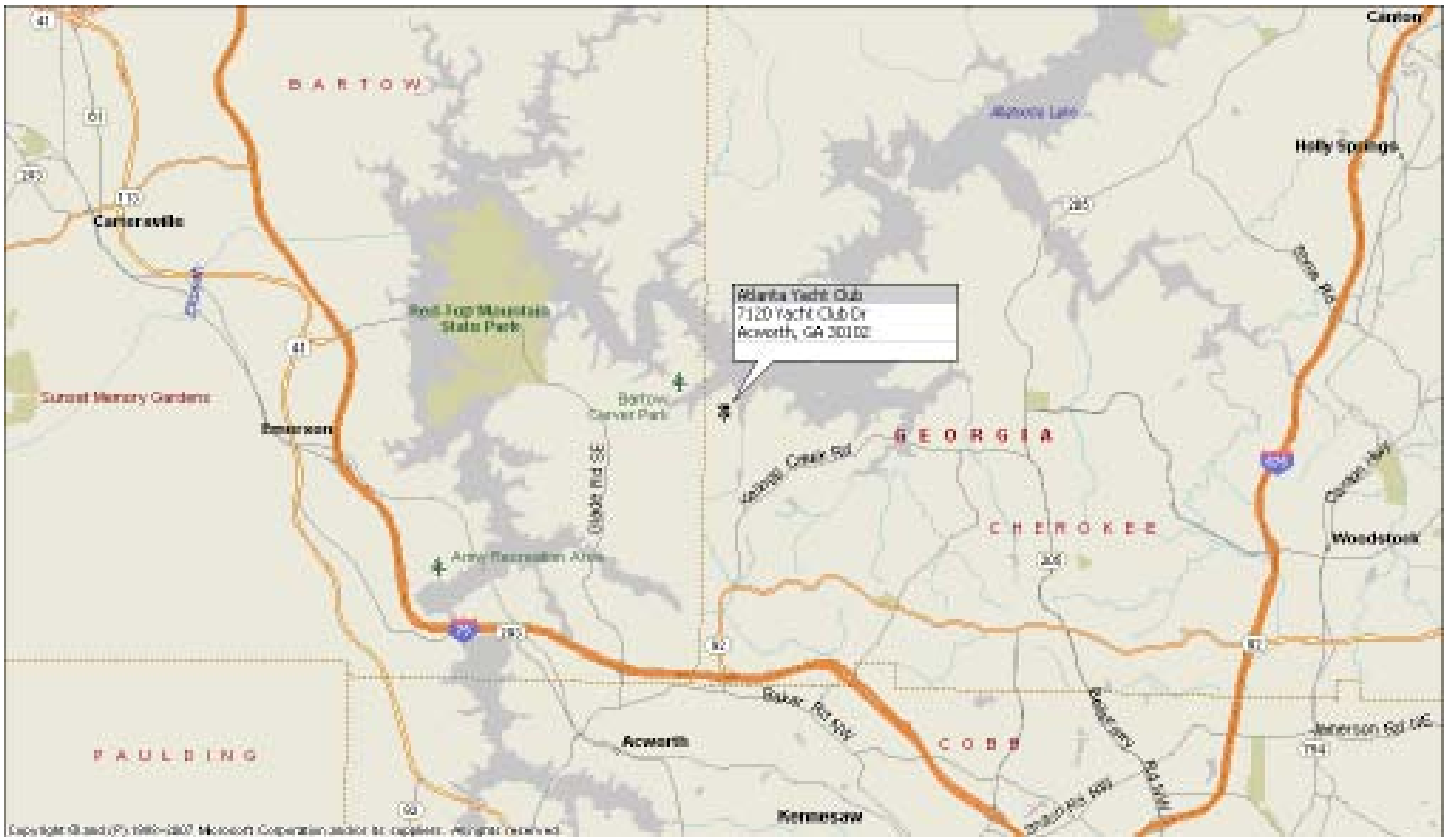
# 2008 ODSS Meeting Rooms



**ATLANTA YACHT CLUB**  
7120 YACHT CLUB DRIVE  
ACWORTH, GA 30102



# 2008 ODSS Local Area Maps



# Participant Roster

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# One-Design Sailing Symposium

## II

# Who's Who

**“There can be hope only for a society which acts as one big family, not as many separate ones.”**

**Anwar Sadat**

*Egyptian president 1918 – 1981*

# Strictly Sail<sup>®</sup> Boat Shows



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February 12–16, 2009

**Strictly Sail<sup>®</sup> Pacific**  
April 15–19, 2009

- 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<sup>®</sup> 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<sup>®</sup> Chicago (includes carpet and electricity).
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- 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<sup>®</sup> 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 312.240.6802 or [lori@nmma.org](mailto:lori@nmma.org).







## 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.



## Jerelyn Biehl

### Welcome, Introductions, Door Prizes ODSS... What is it All About?

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.



## Matt Bounds

### Panelist, Optimize Championship Schedules to Improve Participation

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 campaigns his Hobie 14, 16 and 17, 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 since become a US SAILING Regional Race Officer. He is the Race Director for the Hobie Classes and the Chairman of the US SAILING One-Design Class Council.



## Mary Buckley

### Networking Lunch Overview

Not growing up around anything resembling a sailing venue, Mary's introduction to sailing was at the age of 25. She had been playing softball one hot, windy Saturday while John, her relatively new boyfriend at the time – later to become her husband — had gone sailing with some friends and returned with a trophy. It occurred to her that being on the water on a hot and windy day sounded like a lot more fun than sweating on a dusty, dirty softball field! Before long John purchased an old Snipe and rejoined the local Fleet in Lincoln Nebraska, and she became his crew. Though she wasn't totally enamored with sailing at first, as they languished at the back of the Fleet,

the parties and the people were great, so she persevered. Before long, they upgraded to a better boat and started challenging some of the more experienced skippers. She was hooked! Over the years, they've had the pleasure of traveling to many regattas and have made some wonderful friends. Mary's now finishing up her fifth year as Executive Administrator for Snipe Class International Racing Assn. - USA, Mary considers serving as Executive Administrator her opportunity to give back to the Class and to the sport of sailing in general, so that others can experience the fun and camaraderie she has known from the Snipe family!



## Cindy Clifton

### Outstanding Regattas: Creating Can't Miss Weekends

Cindy sailed six years in Blue Jays in the '60's on Great South Bay, NY. Fleets of 50! Moved on to Sunfish in her teens and has been sailing them for 40 years! She has hosted many midwinter and masters events for Sunfish and Lasers, and chaired the Sunfish Worlds in 2000, the Opti Nationals in

2002, and co-chaired the Opti Nationals in 2006. She has been the PRO for Pan Am Sunfish Trials, the Green Fleet Nationals, the Laser Radial Midwinters and many other smaller events. We always try to make sure everyone has a good time including family members.



## 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 Davis

### Networking Lunch Overview

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. She is completely immersed in the Lightning Class these days, traveling around the world meeting wonderful people and hopefully sharing her enthusiasm for this wonderful sport and Class.



## Skip Dieball

### Go Fast Workshops 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.



## Tom Duggan

### Basic Race Management Seminar Improve Race Committee - Competitor Relations

Tom is an International Race Officer, International Umpire, U.S. National Race Officer and Senior Judge, and a member of US Sailing's Race Management Committee. He has been an event chair, a race officer, an umpire, and a competitor in many local, national, world and continental championships, with one world championship win on his resume. He has served as a race officer for

the US Olympic Trials and at the Olympic Test Event in Qingdao, China. In addition to presenting many seminars on race management and umpiring, he is known for his inclusive approach to regatta management, and on occasion shares his perspectives on the subject with both sailors and organizers.



## Marlieke Eaton

### Public Relations – Getting the Word Out

Marlieke Eaton has been with US SAILING for nearly six years. As the main communications person for the organization, her responsibilities include handling all media relations, writing and editing US SAILING's weekly electronic newsletter *e-USSAILING*, maintaining news content on the US SAILING homepage, promoting all of US SAILING's programs and events,

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.



## Dan Egan

### Sponsorship, Fulfillment & E-Marketing

When extreme skiing was emerging as a daredevil sport, Dan Egan established his reputation as one of the premier adventure skiers in the world. Warren Miller, an International Award Winning Sports Film producer for over 57 years, recognized Egan, and used him in 12 of his films. In the ensuing years, Egan has become an award-winning producer in his own right, and has been nominated for four Emmy Awards. Egan co-founded [Skiclincs.com](http://Skiclincs.com) and leads adventure travel trips from the Alps to the Arctic and now coaches the X-team Advanced Ski Clinics all over the world. Dan has also authored two books.

His Wild World of Winter television series aired for 10 years in New England and is syndicated nationally. His programs also regularly appear on United, US Airways and America West

Airlines and he as well as to over 70 million homes.

Egan co-founded [Skiclincs.com](http://Skiclincs.com) and leads adventure travel trips from the Alps to the Arctic and now coaches the X-team Advanced Ski Clinics all over the world. Dan has also authored two books.

Dan has been the Executive Director of SKI 93 Association and former General Manager of Tenney Mountain both in New Hampshire. Two years ago his company Egan Entertainment Network, Inc. started producing the US Sailing Video Podcast and has helped expand the video content available at [ussailing.org](http://ussailing.org). Recently Dan has joined the staff at US Sailing as the Marketing Director.



## Fried Elliott

### 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.



## Greg Fisher

### Greg's Go Fast Tips Go Fast Workshops 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.



## Greg Griffin

### Outstanding Regattas: Creating Can't Miss Weekends Go Fast Workshops

Greg Griffin is a Software Developer and Technical Trainer for Etchasoft, Inc. Although the subject matter is different, Greg uses many of the teaching skills he's developed as a trainer to share his sailing knowledge. He has sailed in many one-design classes including Laser, JY15, Snipe, Lightning, J24, Melges 24, and Tartan Ten, but his passion is the Thistle Class. Having served as Fleet Captain, District Governor, Regional Vice President, First Vice President and President of the TCA, Greg has experience from the local to the national level in class organization and manage-

ment. Greg is a long-time contributor to the Coach TCA program and now helps its founder, Tom Hubbell, with its planning, organization and execution. In addition, Greg has been hosting a compressed version of Coach TCA at his home club, The Florida Yacht Club, during the regional Thistle regatta held there each year. In addition he has served in many capacities at National level regattas from being part of the race management team to Measurement Chairman and National Race Committee Chairman.



## Chris Howell

### Speeding Up Measurement at Regattas

Chris has worked in association management for nearly 15 years, and has been awarded the CAE (Certified Association Executive) designation by the American Society of Association Executives. As Executive Secretary for the US J/22 Class Association and the International J/22 Class Association since 2000, he serves as the staff executive. His duties include: regularly evaluating Class rules and leading special committees to improve the application and interpretation of the rules; administering regular meetings on both the US and International levels; promoting communication with members through the quarterly newsletter and the Class websites, including

educational material, news updates, classifieds and an online forum. He is also very involved in supervising measurement procedures and rules compliance; issuing measurement certificates to new boat owners and ensuring the overall wellbeing of the J/22 Class. As of November, he has also taken on the duties of Class Administrator for the J/105 Class. In addition to his duties with the J/22 and J/105 Classes, he is the Director of Development for the International Society of Explosives Engineers; a professional society dedicated to promoting the safety, security and controlled use of explosives.



## Tom Hubbell

### Take Your Fleet to the Next Level - Coaching Clinics Optimize Championship Schedules to Improve Participation

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.



## Mike Ingham

### Go Fast Clinics Optimize Championship Schedules to Improve Participation

Mike grew up sailing in Northport, NY over twenty years ago. Now residing in Rochester, he has accumulated an impressive list of accomplishments over the years – Tornado US National Champion, five-time Thistle National Champion, J24 National and North American Champion, winner of US Sailing Championship of Champions (2<sup>nd</sup> 3 times), a finalist for Rolex Yachtsman of the Year, a College All American and a whole slew of Thistle and J24 regional championships.

Mike is a veteran road warrior. He has towed his J/24 as far as central Mexico, because he's a firm believer in sailing his own boat no matter where he races. "When I first got into J/24 racing, we chartered a boat for the worlds and it was a

horrible experience. Our philosophy ever since has been, "That's a really long way to go to have a really crappy boat." Mike has developed a practical routine for road trips. "None of our crew has the time off from work to drive both ways," he says. "There are five of us on the crew, so two or three will drive out, the other two or three will drive back. That way there's less time off from work, and it makes the trip more palatable if you only have to drive one way." The Rochester-based crew uses a secret weapon to prevent drivers from nodding off. "You can't fall asleep with a Fireball in your mouth," says Ingham. "If you're getting a little tired, stick one of those in your mouth and you're wide awake.



## Craig Leweck

### Event Communication

Craig Leweck is best known as the editor and publisher of Scuttlebutt, a racing newsletter that has been providing daily sailing news by both e-newsletter and website since 1997. Scuttlebutt's focus is on items of interest to their North American audience, and Craig relies heavily on his past experiences and industry contacts to fulfill this ongoing task.

After twelve years in the one design sailmaking industry, on both the west coast and Midwest, Craig had the opportunity to work with sailors

from the pram level up to the Olympic athlete, and came to understand the dynamics of fleet building and class communication. Craig's own successes include multiple national titles, in both dinghy and keelboat classes, plus an Olympic Tornado campaign and a victory at the 1990 US SAILING Championship of Champions on Lake Tahoe, CA in Hobie 21s.

Craig grew up in Los Angeles, grew up further in Columbus, OH, and now resides in San Diego with his wife and two boys.



## Dave Perry

### Winning Moves In One-Designs North U Rules Seminar

Dave grew up in Connecticut sailing Blue Jays and Lightnings at the Pequot Yacht Club on Long Island Sound. 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.

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 and to the 2008 U.S. Olympic Sailing Team.



## Steve Perry

### One-Design Connecting With Industry

Steve has been a part of the sailing world since a very young age. Growing up in Montreal, Canada, his family owned and operated Sailcraft of Canada for over 20 years. He started racing Albacores in Junior Squadron and soon transitioned to multi-hulls. Steve became a competitive Hobie Cat and Tornado skipper at age 15, winning the Canadian National Hobie 18 Championships in 1984, and moving on to represent Canada at the 1985 Hobie 18 World Championships in Australia. Steve campaigned Tornados for over 12 years in the US and Canada as well as internationally.

Steve spent several years gaining manufacturing and management experience at General Electric and Wakefield Engineering before returning to the sailing industry at Vanguard Sailboats in Portsmouth, RI in 1997. As VP of Operations at Vanguard his focus was always on providing high quality product while reducing costs and improving efficiency. Steve left Vanguard in 2007 and acted as a consultant within the industry before founding Gecko Marine, in 2008. Steve's passion for sailing, both as a participant and a manufacturer, keep him focused on finding ways to support and grow the sport.



## Dave Rosekrans

### 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.



## Patty Lawrence

### Welcome, Introductions, Door Prizes ODSS... What is it All About?

Patty Lawrence races Thistles with her family and would like to share that should one find sailboat racing growing stale, adding a six and eight year old to the crew will add zest to any race course. Patty is thrilled to serve on US SAILING

Board of Directors. She has served as One-Design Class Council Chair and Thistle Class President, and is the current secretary-treasurer of the TCA.



## Bill Ross

### Panelist, Optimize Championship Schedules to Improve Participation

Bill started sailing in 1973 in a Thistle and sailed with his family crew for 15 years. After the children were off to college he joined the Flying Scot Class in 1988. Since then he has sailed in many local, regional and national events and became the President of the Flying Scot Sailing Association. He has been very active with US SAILING and held several offices in recent years.

Bill is a Senior Judge and has run many national events as the PRO. Among them are the C of C, Adams/Mallory finals, Thistle Nationals and more. In 1999 he and his race committee won the St. Petersburg Trophy. Bill is Past Commodore of Lake Norman Yacht Club and South Atlantic Yacht Racing Association.



## Don Shea

### High School Sailing: Add Kids and Grow Your Fleet

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.



## Ken Taylor

### Online Registration & Class Database Management

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.





## One-Design Sailing Symposium

### III

# Seminar Outlines

**“In all phases of my work I was conscious of the need for balance, and I did my best to find balance in both the long and the short view. Broadly I think I can say that I applied the principles of balance in design, in business and in the pleasures I enjoyed.”**

**Olin J. Stephens, Jr.**

*American yacht designer, 1908 – 2008*



## ***YOU MISSED IT!!!!!!***

***The Gill Warehouse Sale was LAST Saturday  
Nov 8<sup>th</sup>!***

The good news is that many of those great deals on clothing and accessories are still available through the Gill clearance sale online! Visit our website, [www.gillna.com](http://www.gillna.com), and click on the Buy Online tab which will then take you to the clearance sale.

Save on all Gill marine and bike clothing at this once a year special opportunity. Clearance items include: foul weather gear, warm wear, technical shirts, shorts, footwear, gloves, sunglasses, accessories and much more.

Save up to 90% on closeouts, sales samples and one-of-a-kind merchandise. Also save on regular stock inventory at boat show prices. Don't miss this once a year opportunity!

For more information, please contact Sue Spangler at:  
(770) 945-0564 ext 101 or [sue@gillna.com](mailto:sue@gillna.com)





YOUR PASSION. ORGANIZED.

# 2008 One-Design Sailing Symposium

## Seminar Outlines

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**Making Your Class Attractive – ..... 4**

**Photos Enhance Class Marketing Efforts ..... 4**

**Sponsorship & Marketing of Events ..... 6**

**Insurance - Myth vs. Reality ..... 8**

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# Keynote Address – Annual Sailing Industry Report

Jonathan Banks

The sailing industry is facing one of its toughest times ever. Participation in sailing is down 20% over the past 7 years, production of new sailboats has declined for the past six years, and the current economic turmoil and tightening credit market will further impact the sales of new boats. Despite these challenging economic times there are many bright spots in the industry with companies bucking the trend and finding opportunities to grow.

So 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 Annual Sailing Industry Report, Sail America Executive Director, Jonathan Banks, will present highlights from The Sailing Company’s State of the Sailing Industry report and the SGMA’s sailing participation study, discuss the key issues facing the sailing industry, highlight trends and opportunities, and identify ways in which one-design classes and the sailing industry 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.

This is an interactive session and audience participation is encouraged.

Some of the highlights from Banks’ presentation include:

- Sailboat Production
- Sailing Participation
- Sailing Demographics
- Opportunities and Trends
- Key Issues Facing the Sailing Industry
- Barriers to Growth
- Marketing Outreach: Discover Sailing and Grow Boating Update
- Industry Support for One-Design Classes
- Working with Sail America

Sail America is the trade association for the US sailing industry and plays a vital role for all companies that provide sailing-related products and services. With a mission is to promote the health and growth of sailing, Sail America helps create the best sailing shows in the country, promotes the sailing lifestyle, and provides its members with industry and market information, ongoing business education, and cost-saving business programs. For more information, please visit [www.sailamerica.com](http://www.sailamerica.com).

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# Notes:

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# Making Your Class Attractive – Photos Enhance Class Marketing Efforts

Fried Elliot

**Notes:** Download Fried's presentation at [www.friedbits.com/downloads/ODSS2008.zip](http://www.friedbits.com/downloads/ODSS2008.zip)

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# Sponsorship & Marketing of Events

Dan Egan

## Notes:

- 1) Finding the Right Sponsors
- 2) Managing Expectations
- 3) Growing the Audience
- 4) Working with the Press
- 5) Delivering the Impressions and Numbers
- 6) Communications

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III-8 **Insurance - Myth vs. Reality**

Sarah Davidson

**Notes:**

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# INSURANCE

## MYTH VS REALITY

*What you thought you knew  
and what you need to know.*



**GOWRIE, BARDEN & BRETT**



Sarah Davidson

### Myths about insurance for class associations

- The venue/yacht club provides coverage to the association
- Regatta Liability covers what ever the association does on race day
- We don't own property so we don't need insurance
- All the on the water activities are covered by regatta liability

**GOWRIE, BARDEN & BRETT**

## Don't Assume Coverage...

Typical Class Association Activities	Regatta Liability policy only	Burgee Program
<b>REGATTA ~ Class Championship, District qualifier and everything in between</b>		
On the water	Yes	Yes
Docks & piers	No	Yes
Borrowed boats	No	Yes
<b>CLASS ACTIVITIES</b>		
Picnics/parties/post race cookouts	No	Yes
Charitable events ~ Hospice regattas	No	Yes
Class meetings	No	Yes
Sailing instruction	No	Yes
Class owned boats	No	Yes
Race management E&O	No	Yes
Perpetual Trophies/prizes	No	Yes

**GOWRIE, BARDEN & BRETT**

## Notes:

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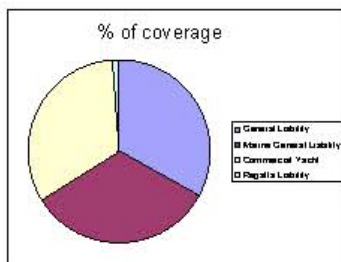
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## Regatta Liability is a small piece of the insurance pie...

Coverage Type	percentage
General Liability Bodily injury and property damage on land, liquor liability	33%
Marine General Liability Slips & falls on docks and piers	33%
Commercial Yacht Borrowed boat & all on water activity	33%
Regatta Liability On the water third party liability	1%



**GOWRIE, BARDEN & BRETT**

Sarah Davidson

## Notes:

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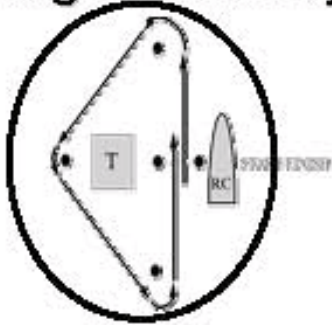
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### Reality of Regatta Liability

- Only protects regatta organizer for an injury aboard a participant's boat.
- Primary insurance is the boat policy.
- Injured party must prove negligence in the running of the race.



**Each Class Association should consider a Burgee policy**

**Boat owners often assume that their homeowners insurance provides complete protection for their boat.**

## HO-3 Payment for loss

### Standard HO-3 policy ☹️ Not all the same...

- The special limit for each category above below is the total limit for each loss for all property in that category. These special limits do not increase the Coverage C limit of liability:
- \$1000 for watercraft of all types, including their trailers, furnishings, equipment and outboard engines or motors
  - No coverage for watercraft unless the motor and boat are less than 26 feet overall length
  - Theft of watercraft, including furnishings, equipment and outboard motors, are typically excluded if the theft occurs outside your residence premises.
  - It's possible to have a boat house under your home insurance policy, but this will rarely cover specific theft such as removing spinnaker or mast removal.

### Chubb policy:

- We do not cover any damages arising out of the ownership, maintenance or use, loading, unloading or untying of any watercraft 26 feet or longer or 40 horsepower or 50 hp/gross registered horsepower or more or outboard, inboard or outboard auxiliary, by a covered person or child in regard to, furnished to, or used available to a covered person or longer than 26 feet. But we do cover watercraft being stored, unless another exclusion applies.
- Special Limits for a covered loss to each category of contents listed below; we will not pay more than the amount above:
- Trailers \$5,000
  - Watercraft, including their furnishings, equipment and outboard motors . . . \$10,000

One Design Insurance Program

## OD Insurance Policy

### Hull Insurance

- Agreed Value. Means the value agreed to by you and the insurance company on your insured boat as shown on the policy.
- With Agreed Value coverage, the amount paid following a total loss is the amount shown on your policy - without depreciation. Partial loss claims are settled with material of like kind and quality without deductible for depreciation.

One Design Insurance Program

## Notes:

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III-12 **Insurance - Myth vs. Reality**

Sarah Davidson

**Notes:**

### HO-3 vs ODP

Coverage	Homeowner policy*	One Design Insurance
Hull & equipment	Limited to \$1500*	YES
Theft	On property only	YES
Charter	No	YES, if added
Additional owners	No	YES
Salvage	No	YES
Boats longer than 26'	No	YES

\*Homeowner policies vary, so be sure to check with your agent

One Design Insurance Program

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### Claims Summary

Percentage of type of incident

Category	Percentage
Collision	31%
Dismantling	19%
Race against	14%
Hurricane	1%
Medical	1%
Property Loss	24%
Intentional	1%
Theft	7%

Percentage of type of total payments

Category	Percentage
Collision	23%
Dismantling	21%
Race against	20%
Hurricane	5%
Medical	2%
Property Loss	25%
Intentional	3%
Theft	1%

One Design Insurance Program

## How much does OD cost?

- United States navigation:

Hull & Equipment value	Estimated Annual Premium
- Up to 5k	= \$200.00 minimum premium
- \$10,000	= \$250.00 + or -
- \$15,000	= \$250 - \$350
- \$20,000	= \$300 - \$400
- \$30,000	= \$350 - \$450
- \$50,000	= \$500 and up
- Average premium \$328	

- Premium subject to coverage limits, claim history and geographic location.

One Design Insurance Program

## Notes:

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## What's New?

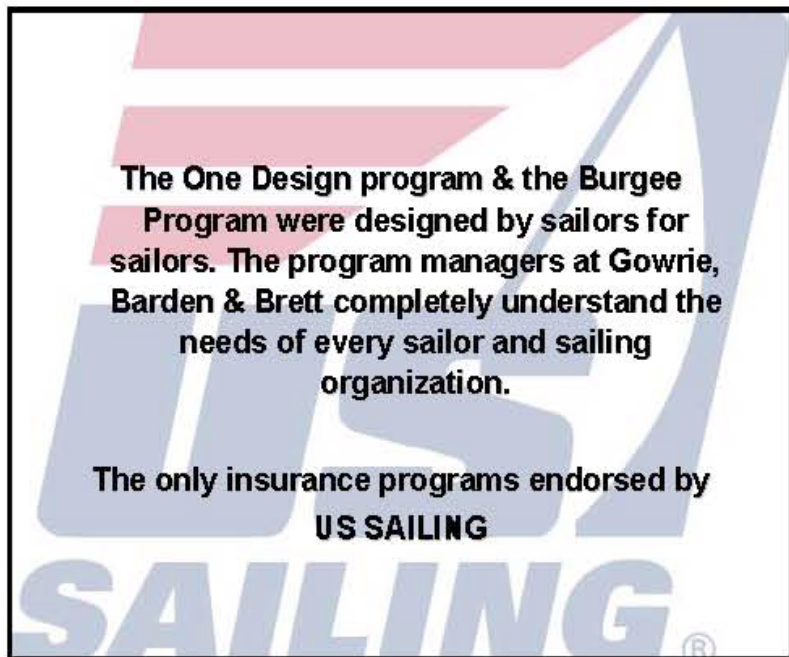
- Event Insurance ~ Launched June 2008
  - Only OD classes eligible for Event Insurance
  - Includes hull, liability, medical & uninsured coverage.
  - Regatta dates: plus or minus days on either end
  - Benefit people chartering or borrowing a boat for a regatta and NOR requires proof of insurance
  - Prices range from \$250 - \$350 depending on the value of the boat and limit of liability.

One Design Insurance Program

# III-14 Insurance - Myth vs. Reality

Sarah Davidson

## Notes:



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# Go Fast #1 & #3 – Racing in Multiple Classes — The Dynamics

Mike Ingham, Greg Fisher, Greg Griffin, Skip Dieball

## Notes:

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# Improve Race Committee - Competitor Relations

Tom Duggan

Why proper communication is critical in our sport

Creating the processes that create good communication and foster good relationships

Walking the talk- actions speak the loudest of all

## Notes:

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# Take Your Fleet to the Next Level - Coaching Clinics

Tom Hubbell

## Notes:

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# Go Fast #2 – Sail Shape Analysis

Skip Dieball

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III-24 **Boat Speed through Balance**

**Greg Fisher**

1) Consistent Boat speed is imperative to top performance in one design racing.

2) Perhaps the most critical area in developing top speed is balance.

3) The feeling on the rudder-the helm- is the barometer to proper balance.

4) A nearly neutral helm is the goal in proper boat balance.

5) Boat balance is dependant on a number of factors. There is not necessarily one *right* way, or one exact technique, to maintain the proper balance. But, a neutral balanced helm is key.

6) Tuning, while important, plays a small part in maintaining proper balance.

7) Sail trim, also important, plays a slightly larger role in proper balance. Since, sail trim is "fluid" a basic understanding, and practice of the guides to sail trim is necessary.

8) Boat handling is by far the most important area to master in order to maintain proper balance.

- A) Heel
- B) Fore and aft weight position
- C) Tacking
- D) Gybing

9) Remember in all areas and maneuvers the goal is to minimize rudder action as possible.

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# Speeding Up Measurement at Regattas

Chris Howell

- Background
- Chief Measurer responsibilities
- Efficient flow process
- 1. Sails
- 2. Safety
- 3. Hull
- Different Ideas
- Conclusion

Questions / Discussion

## Notes:

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# Optimize Championship Schedules to Improve Participation

## Panel Discussion

Tom Hubbell, moderator

Bill Ross (Flying Scot), Mike Ingham (J/22), Matt Bounds (Hobie Cat), Chris Howell (J/22)

### Notes:

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# Public Relations - Getting the Word Out

Marlieke Eaton

*During this workshop, you'll get the 'inside scoop' on how to get more visibility for your class or for your event.*

## Notes:

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You will learn more about

- How to get the most out of public relations using various types of communications vehicles
- How to get more visibility for your class/event through the media

An overview of how to get (free) publicity:

- writing a news release
- using local media to spread the word
- through sailing magazines
- via US SAILING



III-34 **Go Fast #4 Reading the Wind**

**Greg Griffin**

**Notes:**

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# Outstanding Regattas: Creating Can't Miss Weekends

Greg Griffin (Thistle), Cindy Clifton (Sunfish)

- Identify the Audience
  - o Each Class is different
    - § Family Oriented(Thistle/Lightning) vs Adult Oriented(Melges 24/J24)
  
- Focus on the Basics
  - o Good Race Management
  - o Logistics
  - o Social Stimulus(Cold Beer and Soda)
- Educational Opportunities (All Classes)
  - o Coaching
  - o Video
  - o Roundtable Discussion
  - o Keynote Presentation
- Market to the Kids
  - o Babysitting
  - o Costume Party (Great Pumpkin Regatta)
- Focus on Your Club or Fleet Strengths
  - o Volunteer vs Paid Staff Organization
- Theme
  - o Holiday
    - § Easter(CSC)
    - § Thanksgiving(DIYC)
  - o Changing
    - § Dixie Regatta
  - o Annual
    - § Reggae(Lake Lanier)
    - § Great Pumpkin(Halloween)
- Something Unique
  - o Sunset Cruise
- Saturday Night
  - o Keep Sailors Together

## Notes:

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# High School Sailing

Don Shea



## Notes:

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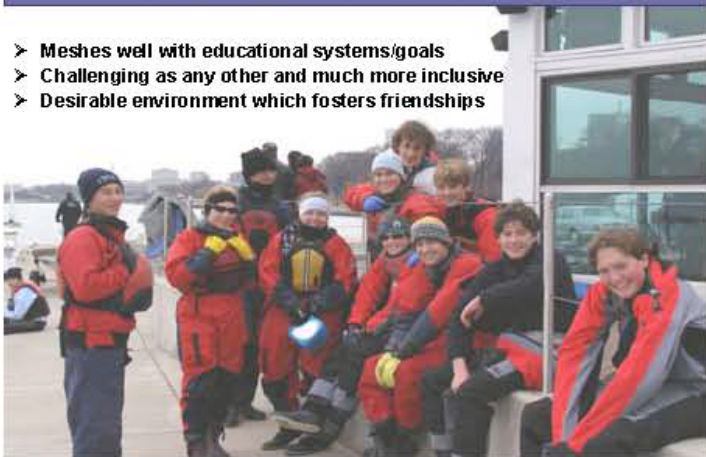
### Topics:

- Why consider high school sailing
- What is ISSA? MISSA?
- How do you start a team
- The impact on a yacht club
- The transition from high school to college
- One Design Classes and High School



### Why High School Sailing?

- Meshes well with educational systems/goals
- Challenging as any other and much more inclusive
- Desirable environment which fosters friendships



### More than 75 Years of Racing



## Notes:

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# High School Sailing

Don Shea



## Interscholastic Sailing Association - The Governing Body

- Founded by North Eastern prep schools in 1930
  - Governs secondary school (grades 9-12) sailing
- Seven districts across the country
- 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

## Notes:

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## ISSA Districts - # of Registrants

Pacific Coast	89 teams	597 sailors
New England	85 teams	642 sailors
Mid-Atlantic	61 teams	478 sailors
South Atlantic	65 teams	417 sailors
Midwest	31 teams	295 sailors
South East	21 teams	90 sailors
Northwest	14 teams	122 sailors
	<b>366 total</b>	<b>2,641 total</b>

**Midwest Interscholastic Sailing Association**  
*high school sailing central™*

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## Midwest Interscholastic Sailing Association (MISSA)

- The objective:
  - To provide standardized rules, procedures
  - To create and maintain a balanced schedule.
  - Offer the sport to as many schools and sailors as possible
  - Focus: basic seamanship skills, practice, competition
- Membership is diverse:
  - Public, private, Home Schooled, Foreign Exchange
  - Teams: one student sailor to as many as sixty (60)
  - Varsity Sport to parent sponsored club

# High School Sailing

Don Shea

Create the Opportunity to  
Compete and Excel



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MISSA – Minnesota to Ohio  
Every Weekend!

Spring (Last Year)			Fall 2008		
Date	Regatta	Host Club/Venue	Date	Regatta	Host Club/Venue
March 28	Ice Breaker	Chicago Yacht Club	September 8	Grosse Ile	Grosse Ile, MI
April 12	HS Invitational	Chicago Yacht Club	13	Kick Off Classic	Shelton Shore YC
19	ISM Team Race Grosse Ile Team Race	Minnetonka SS, MN Grosse Ile YC, MI	20	Great Oaks Qualifiers	Collier Academy, IN Indiana of IN
26	Mallory Qualifier	Chicago Yacht Club	27	Cressy Qualifier	Pewaukee YC, WI
May 3	Baker Qualifier	Crescent Sail Y.C., MI	October 8	Tall of Regatta	Chicago Yacht Club
10	Mallory Nationals	US Naval Academy	11	Junior Olympics	Macabawa, MI
17	GPS Team Race MN State Team Race Champs	GPYC, MI Wayzata MN	18	Fall Colors Intersectional	Wayzata, MN
24	Baker Trophy Team Racing Nationals	Lake Minnetonka, MN	25	Halloween Spectacular	Lake Forest, IL
			November 1	MISSA Keel Boat Championship	Grosse Ile, MI
			16	Great Lakes HS Championships	Chicago Yacht Club

## What's Happening?

- AY 2008-09:
  - Improving skills – clinics, regattas
  - Mastery of Rules – on-/off the water
  - Better results in the Nationals
- Community in the Midwest
  - “Cross-pollination” of schools
  - Host families, mixed teams, YC volunteers
- Shared goal – Participation

## It's Working in the Midwest

- **5 MISSA women grads in the top 10** at the recent ICSA Single Handed Championships (1,4,5,7,10)
- 3<sup>rd</sup> - ISSA Single Handed Championships (Full Rig)
- **Enthusiasm** among student sailors
  - For the sport, new classes, travel
  - Friendships
- **Knowledge, skills -- Accomplishment**
  - National Championships; Olympic trials; International events; Winter Travel
- **Parental participation** now a driving force

## Notes:

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# III-44 High School Sailing

Don Shea

## Critical Mass and Activity

- 32 active teams
- Over 300 students
- Fall – 10 weeks
- Spring – 8 weeks
- Four major regattas



**But there are issues ...**

## 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
- **Insurance**
- **Time** and **Travel** commitment



**It's Critical to Overcome these Obstacles**

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## "IT'S TIME TO RECRUIT OUR YOUTH" \*

- The age disparity between older and younger members ... is greater than ever.
- Many clubs run successful junior programs ... the challenge is retaining these young sailors [who usually disappear until their 40's.]
- High school sailing is an excellent use of the [club's facilities in the off-season.] It's a great way to connect with ...future members.

\* Gary Jobson, *Sailing World* Nov/Dec '08

## How do you start a team?

- **Who do you approach?**
  - Athletic Director or 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**
- **Find a venue to train and race**

## Notes:

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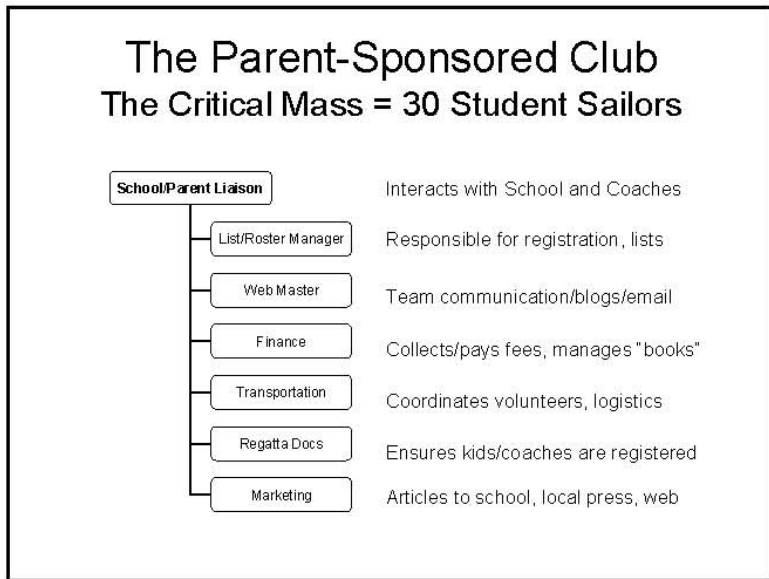
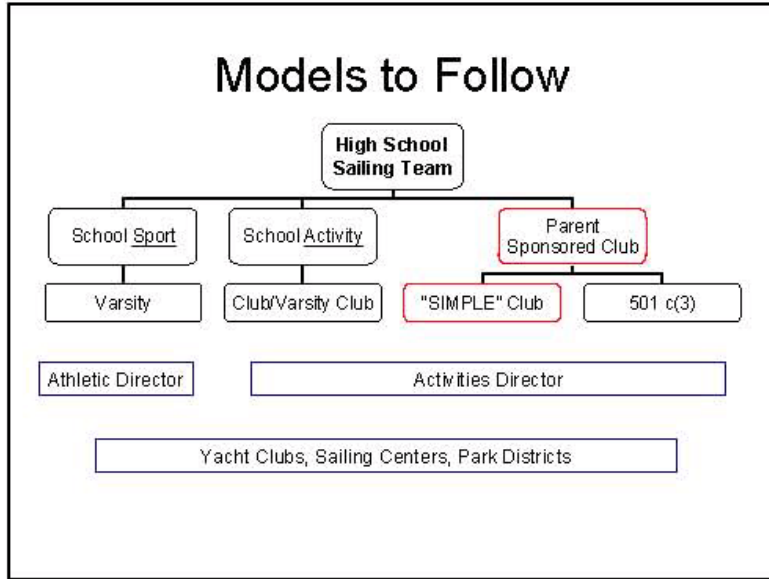
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# High School Sailing

Don Shea

## Notes:




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## High School Sailing: Positive Impact on a Yacht Club

- **Purpose of most clubs**
  - Vibrant youth program
- **Exposure**
  - Membership rolls
- **Financial Impact is significant**
  - Program: Fall, Spring and Summer programs
  - Assumptions:
    - Fall 100% @ \$425, Spring 65% @ \$425, Summer 40% @ \$2,100

One High School Program	
Number of Sailors	Financial Benefit
10	\$ 15,400
20	\$ 30,800
40	\$ 62,000

## What's after high school sailing? Where Do High School Sailors Go?

- Lasers
- 29'ers, 49'ers
- Club 420, I420
- 470's
- 505s
- Vanguard 15s
- J22s, J24s
- TP 52s - "Morning Light"
- Melges 24
- Scows – E, MC, M17
- Shields
- Etchells
- Farr 40s
- J109s
- Santa Cruz 70's

## Notes:

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# High School Sailing

Don Shea

## What About College Sailing?

- Is it hard to transition from MISSA/high school sailing to college sailing?
  - No, well prepared and ready to race
- Student versus Student/Athlete?
  - You must define your priorities
- Time Commitment and Balance
  - Shift from after school activity to major part of your academic life
- No scholarships

## MISSA Sailors in College

- |                       |                         |
|-----------------------|-------------------------|
| • St Mary's           | • Univ. of Wisconsin    |
| • Hobart              | • Univ. of Michigan     |
| • Tufts               | • Old Dominion Univ.    |
| • Connecticut College | • Yale                  |
| • Harvard             | • Boston University     |
| • Georgetown          | • Dartmouth             |
| • Boston College      | • College of Charleston |

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## Last thoughts:

- High school plugs an important gap in our sport
  - Continuity and Growth – dinghies to keel boats
  - Learn to Sail programs to skilled, competitive racers
- It's good for our yacht clubs, source of new members
- They provide a vitality to our One Design classes



## How To Reach Me



## Notes:

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# Go Fast #5 Preparing for a Big Regatta

Greg Fisher

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# Keynote Address: Event Communication

**Craig Leweck, Editor, *Scuttlebutt***

The internet has dramatically increased the opportunities for sailing events to reach sporting enthusiasts. For better or worse, it has also increased the expectations of the online audience. No longer is it an option for events to have an online presence...the decision is more focused on how much information will be available.

The new issues for the event organizers is either finding the manpower to fulfill this communication role, or in the knowledge of how to execute this job (or both). There are many great PR firms that are fulfilling this role for events, but the majority of events cannot afford the expense of a professional service, and are forced to either do it themselves.

## Some thoughts about the Internet, events sites, and press releases...

A decision must be made as to what kind of internet presence the event will have. Will only the results get hosted, or will the site be completely comprehensive with race documents, daily reports, photos, etc. Also, will the information be hosted on an extension of the club's site, or will a unique site be launched for the event. Regardless of the decision, the ideal is to have a presence that will endure time, and not disappear later, particularly if the unique URL is not renewed. The event is about creating history, and history should be held forever... online.

Press releases are the proactive means to bring attention to your event. The goal of the press release should be about providing information, and creating traffic back to the event site. A warning is that there are media that use press releases to create traffic to their website. Don't give them the opportunity; be sure to host all the press releases at the event site to gain the valuable traffic from aggregators and search engines. If the event has sponsors, and if those sponsors care about exposure, then the goal should be all about pulling the online viewer only to the event site, and to have all the information there with easy to use navigation.

A press release schedule, both by date and time, should be developed. Before the event, press releases should be about getting the attention of the media, and getting the event on their radar. Try to seek out human interest stories, unique event features... anything that might set your event apart from the rest. During

the event, distribute the daily press releases as quickly as possible, and have the results posted even sooner. Also, by hosting all the press releases online at the event site, it creates a handy archive for print writers to gather facts.

One final note about writing the press release... get the message across quickly, and repeat the basic event information in each one. Don't assume that everyone has read each release; make it easy for someone to jump in the middle of the event and quickly get up to speed. Have fun and good luck!

To help event organizers with their communication needs, Scuttlebutt has compiled a media list that can be used for the distribution of email press releases. In that Scuttlebutt focuses on a North American audience, this list is for events interested in reaching a similar media audience. It can be found at: <http://www.sailingscuttlebutt.com/pr>

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# 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.

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III-56 **North U Rules Seminar**

**Dave Perry**

**A QUICK OVERVIEW of the SIGNIFICANT RULE and GAME CHANGES in the 2009-2012 RACING RULES OF SAILING**

**compiled by Dave Perry (davperry@optonline.net)**

*The following is a list of the significant changes in the 2009-2012 edition of The Racing Rules of Sailing (RRS). These are changes from the 2005-2008 edition of the RRS. NOTE: These brief summaries are not intended to be actual representations of the rules; nor is this a complete list of all the changes in the 2009-2012 RRS.*

*For a complete explanation of The Racing Rules of Sailing, read Dave Perry's book "Understanding the Racing Rules of Sailing" available from US SAILING at: [store.ussailing.org/](http://store.ussailing.org/) or by calling 1.800.US.SAIL.1.*

**Rule 17.2** (On the Same Tack; Proper Course) has been deleted. This means that a windward boat or a boat clear astern no longer has a proper course limitation when sailing near other boats. She can sail below her proper course if she wishes, for instance to make it more difficult for a boat astern to pass or establish an inside overlap nearing a mark. Windward boats must still keep clear of leeward boats under rule 11 (On the Same Tack, Overlapped).

**Rule 18** (Mark-Room)

- Instead of saying "room at the mark," there is a new concept called "mark-room." "Mark-room" is the space a boat needs to sail to the mark in a seamanlike way; and then when she's at the mark, the space she needs to sail her proper course around the mark. The primary differences are that the previous rules did not specifically require outside boats to give inside boats room to sail **to** the mark; and once at the marks, inside boats were required to sail very close to the mark even if it slowed them down, even though most outside boats were more forgiving. There is not much game change here.
- In the previous rules, rule 18 began to apply when the boats were "about to round or pass" the mark. This vague and subjective phrase has been

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removed. Rule 18 now begins to apply to boats when one of them is in the “Zone.” This will clarify more precisely when outside boats need to begin giving mark-room to inside boats.

- The “Zone” has been enlarged from two hull lengths to three (see the definition Zone). This is intended to provide inside boats and boats that are clear ahead at the Zone the time and space they should need to prepare for and execute their rounding maneuver. Note that the sailing instructions for a race or event can change the Zone to two or four lengths (rule 86.1(b)); and match and team racing will continue to use a two-length zone (Appendices C and D) and radio-controlled boat racing will continue to use a four-length zone (Appendix E). Under the previous rules, most overlapped outside leeward boats began giving room before the two-length zone, so the only real game change here is that boats clear ahead at three lengths from the mark are safe from being overlapped on the inside, whereas under the previous rules they weren’t safe until two lengths away.
- Under new rule 18, if a boat entitled to mark-room sails outside the Zone for any reason, even if she is giving mark-room to boats inside her, rule 18 ceases to apply; and it is a fresh start under rule 18 when she re-enters the Zone.
- When a leeward “gate” is being used (two leeward marks close to one another that boats pass between and exit in either direction), rule 18.4 does **not** apply. That means that when a boat is approaching a gate mark on the inside with right of way over other boats, she does not need to sail her proper course around that mark for as long as she remains the right-of-way boat. She may sail farther from the mark than needed to sail her proper course before she gybes, even if she has no intention of sailing over to the other gate mark. Outside keep-clear boats will need to keep clear of her under rules 10 or 11.

#### **Rule 19** (Room to Pass an Obstruction)

- “Obstructions” no longer have a “zone” around them. If boats are overlapped when they get to an obstruction, outside boats must give inside boats room to pass the obstruction, even if they weren’t overlapped before arriving at the obstruction. The only test for establishing an overlap between a boat and an obstruction (other than a continuing obstruction) is whether the outside boat is able to give the inside boat room after the overlap is established.

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**Dave Perry**

- At a continuing obstruction (such as a long dock, shore or seawall), a boat astern (B) that has the right of way is now allowed to establish an inside overlap between the boat ahead (A) and the obstruction even when there is not room for her to pass between them in safety; and A, as the keep-clear boat, must keep clear of B.
- Right-of-way boats in a race can still be “obstructions” but they are never “continuing” obstructions (see definition Obstruction). For instance, on the starting line, a boat astern (B) can now establish an overlap between a leeward boat (L) and a windward boat (W) even if there is not room for her to pass between them in safety, provided B complies with rule 15 when she becomes overlapped to leeward of W, and with rule 16 if she then luffs, and provided W can give B room to keep clear of L from the time the overlap begins (rule 19.2(b)). The same will be true on a downwind leg when B approaches two boats ahead (L and W).

**Rule 20** (Room to Tack at an Obstruction) is previous rule 19. It now clarifies that when a boat is hailed, she must respond by tacking or hailing “You tack,” even when the hailing boat has hailed when safety did not require her to make a substantial course change to avoid the obstruction, or if the obstruction is a mark that the hailed boat was fetching. This is for safety. However, in that case the hailing boat has broken rule 20.3 and must take a penalty, and can be protested by the hailed boat.

**Rule 23.2** (Interfering with Another Boat) has been changed to say that a boat is allowed to interfere with a boat taking a penalty or sailing on another leg as long as she is sailing a “proper course.” This makes this rule the same for fleet, match and team racing.

**Rule 28.1** (Sailing the Course) now includes the language needed to require boats to pass through a “gate,” such that sailing instructions no longer need to write this out.

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**Rule 29.1** (Individual Recall) clarifies that when rule 30.3 (Black Flag Rule) is in effect, and a boat is OCS at the start, the race committee does not have to signal the OCS with flag X and a sound signal.

**Rule 30.2** (Z Flag Rule) clarifies that if a boat receives a 20% Scoring Penalty and there is a general recall or abandonment after the starting signal, and the boat is in the triangle on a subsequent start of that race, she gets an additional 20% Scoring Penalty.

**Rule 32.2** (Shortening or Abandoning After the Start) now requires the race committee to signal a shortened course before the first boat crosses the finishing line.

**Rule 40** (Personal Flotation Devices) now refers to “personal buoyancy” as “personal flotation devices.” When personal flotation devices are required to be worn under this rule, the rule permits such devices to be taken off briefly while changing or adjusting clothing or personal equipment. Now sailing instructions referencing this rule do not need to include that language.

**Rule 42** (Propulsion) now permits sailing instructions to specify certain circumstances when a boat can be propelled by an engine or other propulsion method, provided the boat does not gain a significant advantage in the race.

**Rule 44** (Penalties at the Time of an Incident) now contains the One-Turn Penalty for touching a mark. Old rule 44.4(b) regarding penalizing a boat that has already taken a penalty has been moved to new rule 64.1(b).

**Rule 51** (Movable Ballast) clarifies that sails that are not being used are considered “ballast,” and as such they must be properly stowed and cannot be moved for the purpose of changing a boat’s trim or stability; and it clarifies that bilge water may be pumped out.

**Rules 60.2 & 60.3** (Right to Protest; Right to Request Redress or Rule 69 Action) now permits a race committee or a protest committee to protest a boat based on a self-incriminating remark made by that boat. Rule 60.2 now prohibits a race committee from protesting a boat based on information in a request for redress, which is the same for protest committees (see rule 60.3).

**Rule 62.1(a)** (Redress) now prohibits a boat from requesting redress from a protest committee decision when that boat was a party to the hearing.

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III-60 **North U Rules Seminar**

**Dave Perry**

**Rule 62.2** (Redress) now requires requests for redress to be delivered to the race office, which makes it the same as for protests (see rule 61.3, Protest Time Limit).

**Rule 63.4** (Interested Party) now requires members of a protest committee to declare any possible self-interest as soon as they are aware of it.

**Rule 64.1(b)** (Penalties and Exoneration) now clarifies that a boat that has taken an applicable penalty, whether on the water or ashore, cannot be further penalized for that incident, unless the penalty for the rule she broke is a disqualification that is not excludable from her series score. Note: a turns penalty is not applicable if the boat caused injury or serious damage or gained a significant advantage in the race or series by her breach (see rule 44.1(b), Penalties at the Time of an Incident).

**Rule 69.1** (Allegations of Gross Misconduct; Action by a Protest Committee) now requires a protest committee to reschedule a rule 69 hearing if the competitor provides good reason for being unable to attend the hearing (rule 69.1(a)). Furthermore, if the competitor does not provide good reason for being unable to attend the hearing and does not come to it, the protest committee may conduct it without the competitor present (rule 69.1(d)). And if the protest committee chooses not to conduct the hearing without the competitor present or if the hearing cannot be scheduled for a time and place when it would be reasonable for the competitor to attend, the protest committee shall collect all the available information and, if the allegation seems justified, make a report to the relevant national authority (69.1(e)).

**Rule 70.3** (Appeals and Requests to a National Authority) requires that, if boats will pass through the waters of more than one national authority while racing, the sailing instructions must identify the national authority to which appeals or requests are to be sent.

**Rule 70.5** (Appeals and Requests to a National Authority) now contains a US SAILING prescription that requires race organizers to receive approval from US SAILING before they can deny the right of appeal from an event.

# Notes:

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**Rule 79** (Classification) is a new rule that says if a notice of race or class rule state that some or all competitors must satisfy classification requirements, the classification must be carried out as described in ISAF regulation 22, Sailor Classification Code.

**Rule 86.1(b)** (Changes to the Racing Rules) permits sailing instructions to change the “zone” around a mark to two or four lengths, provided the number is the same for all marks and all boats using those marks. They must refer specifically to the definition Zone when making this change.

**Rule 86.1(c)** (Changes to the Racing Rules) requires, as of January 1, 2011, that when a class rule changes one of the rules listed in rule 86.1(c), it refers specifically to the rule and states the change.

**Rule 87** (Changes to the Class Rules) is a new rule that permits sailing instructions to change a class rule only when the class rules permit the change, or when written permission of the class association for the change is displayed on the official notice board.

**Rule 88.1** (National Prescriptions) clarifies that the prescriptions that apply are the prescriptions of the national authority with which the organizing authority is associated. However, if boats will pass through the waters of more than one national authority while racing, the sailing instructions must identify any other prescriptions that will apply and when they will apply.

**Appendix BB** (Experimental Kiteboard Racing Rules) is a US SAILING prescription that applies to ‘round the buoys’ kiteboard racing.

**Appendix P** (Special Procedures or Rule 42) is the appendix that pertains when rule 67 (Rule 42 and Hearing Requirement) permits judges to penalize boats during the race for breaking rule 42 (Propulsion). Now, if a boat is penalized a third time in a regatta, she does not have to retire from the regatta. Her penalty is to retire from the race and be scored disqualified (DSQ), and she cannot drop that DSQ from her score. The Appendix now also states that a boat is not entitled to redress from the action of a judge penalizing her under rule P1 (Signalling a Penalty) unless that action failed to take into account a race committee signal or class rule.

## Notes:

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# Online Registration & Class Database Management Best Practices

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

Purpose – Share some of the best practices we've learned over the past year of processing online regatta registrations and class memberships.

- Regattas run on data
  - Data about entrants
  - Data about crew
  - Data about boats
  - Data about compliance
  - Data about races
- Classes run on data
  - Data about Members
  - Data about boats
    - Sail number/hull number
    - Measurement certificates
    - Sail/Rig details
- Online Registration lets you avoid data "silos"
  - Paper or PDF forms create segregated pools of information – Entry Forms, Medical Forms, Accounting, Scoring Information are all locked separate data silos
- Transferring data from paper/PDF forms into other programs wastes volunteer time and provides the opportunity for errors to slip in.
  - Telephone Game
- Information can be captured once, and cascade as needed for other uses and audiences
- Using a web-based database ensures that everyone is working with the same (and most current) dataset.
  - Eliminates "versioning" issues.
  - Online paid renewals are updated instantly and automatically
- Online registration simplifies regatta planning –
  - More accurate estimates of how many boats are attending
    - Registration limits

## Notes:

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- Waitlists
  - How many meals, t-shirts, etc.
- Online Registration improves event cash flow
  - Steady stream of funding vs. day of event funding
- Online registration can reduce expenses
  - Email communication eliminates postage
  - Reduced waste in food and merchandise inventories
- Since the data is dynamic, it can be filtered to show only the information you need when and where you need it.
  - SMSA medical form example
- Questions/Discussion

## Notes:

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

Jan 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 Flashbes*. 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?
  - o High School students, College students, Grad students, recent grads

- Requirements
  - o 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
  - o Committee of six volunteers with geographic diversity rate each application per the Criteria
  - o 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)
  - o Age of team
  - o Financial need of team
  - o Plan for use of boat
  - o Proximity to an established Lightning fleet
  - o Strength of sailing resume
  - o Strength of recommendations
  - o Ability to maintain boat
  - o Ability to travel
  - o 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.*



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

Jan Davis

- *Q - What costs will I incur?*  
*A - You and your crew will need to join the ILCA, 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 ILCA.*
- *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:

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

Jan Davis

- Financial Results
  - o Some donators to the ICLA fund were initially skeptical of the wisdom of the concept.
  - o Donations VASTLY exceeded our wildest expectations.
  - o Cash outlay was required but donations to the ILCA fund increased due to the incredible enthusiasm for the program and generosity of our members.
- Class Support
  - o 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.

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## 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.

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# Small Boat Safety & Preparedness

Tom Hubbell & Dave Rosekrans

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

## Notes:

- 1. Audience participation: Should ODCC establish a regatta safety policy?  
What should be in it? Dave and Tom
  
- 2. 2007 Bating Safety Report – Why safety is important Dave
- 3. How to be prepared -
  - Know the laws. (Ohio Boat Operators Guide) Dave
    - Accident reporting
    - Who to call in emergencies
  - Prior arrangements for emergencies Dave
  - Develop protocols to be prepared. Dave
  - First aid kit and AED at your club Dave
  - Yacht Club Safety Manual available with the Burgee insurance Program from  
US SAILING Tom
  
- 4. Prevention -
  - Sailing Skills – (Heavy Weather Sailing from Coach TCA) Tom
  - Radios - carry VHF whether or not it is legal in your class Tom
  - Man over board skill and practice Tom
  - Capsize and righting practice Tom
- 5. Questions and discussion

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## CLSA Safety Vessel Guidelines, April 19, 2007

### Please follow these guidelines for both CLSA members and other users of Cowan Lake

1. Approach the vessel or person you think might need aid slowly and carefully.
2. Identify yourself. Example: "I am a volunteer from Cowan lake Sailing Association."
3. If injury is apparent, state your level of training. Example: "I am not a doctor but I have taken Red Cross First Aid.
4. Ask permission to help. "May I help you?" or "Do you need assistance?"
5. If permission is not given, stay in the area and assign someone to keep their eyes on the people involved, unless other vessels are in distress.
6. If permission is given, communicate to the assisted person exactly what you are going to do, and continue to do so throughout. If someone in the water does not have a life jacket, tell them you are going to give them one, and unless they refuse, provide one and ask them to put it on.
7. For children, ask the parent or responsible adult for permission if present. If not present, assume permission if you think it is necessary to help, and locate the parent or responsible adult as soon as possible and explain what happened. Assume permission for unresponsive victims.
8. Do not laugh or make jokes, treat the situation seriously. A minor situation can quickly become a major incident.
9. Remain calm and do not yell instructions except if necessary.

10. If personal injury beyond minor first aid or property damage over \$500 is apparent, the boat operator must file a "Ohio Boat Operator Accident Report." Give them a copy of the Ohio Boat Operators Guide and tell them the accident report is in the back. Get the name and address of the boat operator (s), description of the boat (s), and make notes about the incident to assist a possible investigation. Do not use the Ohio Boat Operator Accident Report form for the CLSA record.. The Club Safety Officer will maintain a permanent file of these records.
11. If you judge the personal injury requires emergency care, get permission, and call 911 for the life squad. If permission is refused, record as much information as is available and the fact that permission to call emergency care was not granted.
12. Remember that when you are on the water, that CLSA provides the rescue service for all users of the lake not just members of CLSA involved in racing.

Please note: The Ohio "Good Samaritan" act relieves volunteers, acting in good faith, of responsibility in giving first aid. In addition to the Good Samaritan act, Ohio law states that "The operator of a vessel involved in a collision or accident, to the extent possible without risking serious danger to their own vessel, crew and passengers, shall render assistance as may be practicable and necessary. Any person who renders assistance at the scene of an accident involving a vessel is not liable in a civil action for damages or injury from an act or omission in rendering assistance, except for willful or wanton misconduct." But you must operate vessels in accordance with the watercraft law. "Violations of watercraft law that result in injury to persons or damage to property shall constitute prima facie evidence of negligence in a civil action." Fear of liability is not a reason to fail to render assistance or give first aid.

## Cowan Lake Sailing Association

### Medical Emergency Protocol

Version 2a, April 2007

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

#### Table of Contents

1. PURPOSE
2. OBJECTIVES
3. DEFINITIONS
4. EMS CONTACTS AND TELEPHONE NUMBERS  
CLINTON CO. EMERGENCY MEDICAL SYSTEM  
EMS RESPONDERS AT COWAN LAKE
5. CLSA FIRST AID AND EMERGENCY EQUIPMENT
6. TRAINING
7. CONTACTING EMS FROM LAKE COWAN: (CHECK LIST)
  - Land Line Phone at Club House
  - Cellular Phone: From Land and on Lake during Races and On Lake Without Cell Phone
  - Patient Transfer Locations
8. CLSA SAFETY VESSEL GUIDELINES APPLY
9. EMERGENCY TELEPHONE NUMBERS

#### 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 to 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.

<u>Item</u>	<u>Location</u>	<u>When</u>
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 be 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]

# One-Design Connecting with Industry

Greg Fisher, James McKenna, Skip Dieball, Kyle Gross, Steve Perry

## Notes:

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## One-Design Sailing Symposium

### IV

# US SAILING Programs

**“We must free ourselves of the hope that the sea will ever rest. We must learn to sail in high winds.”**

**Aristotle Onassis**

*Greek businessman and shipping magnate, 1906 – 1975*



## 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.

### ODCC Executive Committee

<a href="#">Matt Bounds</a>	Chair
<a href="#">Thomas P Hubbell</a>	Member at Large
<a href="#">David D Rosekrans</a>	Member at Large
<a href="#">Carol C Barrow</a>	Member at Large
<a href="#">Clark E Chapin</a>	Secretary
<a href="#">Elizabeth Merrifield Filter</a>	Member at Large
<a href="#">Skip Dieball</a>	Past Chair
<a href="#">Susan R Epstein</a>	Member at Large
<a href="#">Carolyn Boersma</a>	Member at Large
<a href="#">Janet C Baxter</a>	Member at Large
<a href="#">William B Ross</a>	Member at Large

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



## INTRODUCING RACE OFFICIALSHIPS

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<http://donations.ussailing.org>

Thanks to the generosity of nearly 550 US SAILNG members who contributed \$132,000 to the 2007 Annual Appeal, great things have happened at US SAILNG! Last year's Annual Appeal funds enabled US SAILING to:

- Award over 25 "SailorShips" to qualifying youth sailors to participate in US SAILING events including Championships, Junior Olympics, and clinics as well as the ISAF Youth Worlds in Denmark;
- Publish *Learn Sailing Right*, an innovative new learn-to-sail book;
- Provide needed financial support to disabled sailing programs nationwide;
- Create a new "Handy Guide" simplifying the *2009-2012 Racing Rules of Sailing*.

While we are very pleased with the strides that we have made in these areas, there is much work to be done in others.

As part of US SAILING's continuing commitment to provide a level playing field for our sport, this year's Annual Appeal funds are earmarked to fund "**Race OfficialShips**" for youth, collegiate, and young adult sailors. "**Race OfficialShips**" will introduce and encourage the next generation to serve as certified Race Officials, Judges and Umpires by providing the necessary training free-of-charge at locations across the country.

Based on your past support we know you agree that presenting a level playing field for our sport is a top priority. Setting a proper starting line and course, understanding the Rules, and professionalism are just some of the necessary skills taught in our training programs. Therefore, we are confident that you will continue to support these initiatives by helping us to reach our 2008 Annual Appeal goal of \$140,000.

With your help now, US SAILING will start the "Race Officialship" program in 2009 while continuing to support existing initiatives (including the enhancement of our IT infrastructure and functionality) that will benefit all sailors, yacht clubs, and organizing authorities in the United States.

We thank you in advance for your generous donation, which enables US SAILING to carry on our mission: *To provide leadership in the sport of sailing in the United States.*

Sincerely,



Charlie Leighton  
Executive Director, US SAILING



Gary Jobson  
Board of Directors, US SAILING

**All donors will be recognized at respective giving levels in US SAILING's 2008 Report to Members.**

**For more information, including a list of current donors, visit [www.ussailing.org/donations](http://www.ussailing.org/donations).**



YOUR PASSION. ORGANIZED.

## 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 one-design 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  
**Mark Gaudio**



Mark Gaudio

On weekday mornings, Newport Beach sailor Mark Gaudio, 50, speaks the lingo of a bond trader. But in the afternoons, his vernacular switches to sailing—whether he's talking about the products he reps for companies like Douglas Gill or Bladerider, coaching young racers, or one-design racing in Lido 14s or Cal 20s, where he holds national titles. But he doesn't sail to simply de-stress from the pressure-cooker pace of working in financial markets: "I love the challenge of sailing," he says. And it's that lifelong-learning quality of the sport he hopes to pass on to the next generation. "I like to learn one new thing every day I'm sailing—and that's what I tell the kids I coach: learn one good thing and put it in your hard drive..." If Gaudio has a legacy he wants to leave behind, it's a hope to keep more people involved in sailing—to keep them enthused, engaged, and forever learning. He has coached at many levels: at Olympic-class events in Finns and 49ers; at scores of local regattas; even working with his 9-year-old son Rory and his peers as they start to grasp the concepts of sailing. But for Gaudio—who has his US SAILING Level 1 and 2 instructor certifications—coaching goes deeper than helping someone win a race: it's helping sailors develop the skill set that will keep the game always fun and satisfying: "Not to get too Biblical, but with the kids I coach, I don't 'give them a fish'. I teach them how to fish ... My job as a coach is not to simply tell them what to do: I show them how to figure it out for themselves."



# HELP SHAPE SAILING HISTORY

## US SAILING'S 2008 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:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## W. Van Alan Clark, Jr. National Sportsmanship Award

Sportsmanship is a word that we hear nearly every day, but what does it mean? Everyone who competes in any form of athletic endeavor is expected to display it and although it can be difficult to define or describe, we all recognize it when we see it.

Demonstrating good sportsmanship is very noticeable and necessary in competitive sailing. Whether it is the conduct of the skippers and their crew, or even the event organizers or race officials, cooperation, courtesy, and fair play are essential to the continuation and growth of competitive sailing and to keep our sport fun. How you race is as important as how you finish, and fortunately, our sport still recognizes that fact.

### **The W. Van Alan Clark, Jr. National Sportsmanship Award,**

presented annually, recognizes an individual who best exemplifies the spirit of sportsmanship in sailing. The respect of your peers and fellow sailors is an essential component of any successful sailing career and it is for this reason, that US SAILING is looking to you, the sailors who are out on the race course, to assist in nominating a person for this prestigious award. Your nomination could be for an individual who demonstrated a single extraordinary example of sportsmanship during the year or it can be based on years of continuous sportsman like conduct.

If you or your organization has such a person in mind, please submit his or her name for nomination along with the reasons for your selection telling why, in your opinion, that person should be considered for this prestigious national award. It is easy to nominate your sportsman/sportswoman for the national US SAILING award by clicking on the nomination

form button above or you can email a nomination letter to US SAILING.

**The more neat, specific and complete you can make your nomination, the more helpful it will be.** Sportsmanship means different things to

different people. You should feel free to define "sportsmanship" in a way that best suits your organization's own programs and goals.

As a thought-starter about sportsmanship and what makes a good candidate for the National Award, recall Alistair Cooke's description of a famous golfer:

*"Once, in a national championship, Robert Tyre Jones, Jr., a weekend golfer but the best golfer of his time, drove his ball into the woods. He went after it alone, and, in standing to the ball, he barely touched it. He*

*came out of the woods, signaled his fault, penalized himself one stroke and by one stroke lost the championship. When he was praised for this and similar acts of sportsmanship, he was genuinely disgusted. "You might as well," he said, "praise a man for not robbing a bank."*

-- Alistair Cooke "America", Alfred A. Knopf, New York, 1974 (page 322)

The on-line nomination form is at <http://ussailing.org/sportsmanship/nomination.aspx>

Nominations can also be e-mailed to [ClarkEChapin@aol.com](mailto:ClarkEChapin@aol.com)

**Submit your nominations now!**





# 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 for the John H. Gardiner, Jr. Trophy**

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](http://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](mailto:leeparks@ussailing.org).



# 2009 US SAILING MEMBERSHIP

15 MARITIME DRIVE

PORTSMOUTH, RI 02871

call: 401.683.0800 || [www.ussailing.org/join](http://www.ussailing.org/join) for further information

NAME:

ADDRESS:

CITY:

STATE:

ZIP:

EMAIL ADDRESS:

## STANDARD LEVEL PAYMENTS:

YOUTH: \$25.00 (D.O.B: \_\_\_/\_\_\_/\_\_\_)

INDIVIDUAL: 1 YEAR: \$60.00 2 YEARS: \$110.00 3 YEARS: \$145.00

FAMILY: 1 YEAR: \$90.00 2 YEARS: \$156.00 3 YEARS: \$215.00

## METHOD OF PAYMENT:

CASH

CHECK

CREDIT CARD (AMEX, MC, VISA)

CARD NUMBER:

EXP:

SIGNATURE:

DAYTIME PHONE:

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# 2009 Class Association US SAILING Membership Dues Invoice

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

- \$1,000 Patron
- \$500 Benefactor
- \$250 Supporting
- \$125 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](http://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.



# 2008 US SAILING Member Classes

210	Geary 18	Mumm 30
470	H12	Mystere 4.3
505	Harbor 20	NACRA
12 Meter	Highlander	Naples Sabot
2.4 Meter	Hobie	Narrasketuck
29er	Hobie 16	Nat'l One Design
A Class	Hobie 17	Nonsuch
A Scow	Hobie 20	Olson 30
Albacore	Hobie Island	Optimist
Atlantic	Holder 20	Penguin
Beetle Cat	Ideal 18	Raven
Buccaneer	Impulse 21	Rebel
Bullseye	Interclub	Rhodes 19
C Scow ILYA	Interlake	RSK6
C&C 99	Intl 420	S2 7.9
Cal 20	Intl Canoe	Santana 20
Cape Cod Frosty	IOD	Sea Shell
Capri 14.2	J/105	US Snipe Assn
Catalina 22	J/109 Class	Intl Snipe Assn
Catalina 25	J/22	Sonar
Catalina 30	J/24	Soverel 33
Catalina 37	J/27	Sunfish
CFJ	J/30	Sweet 16
Club 420	J/35	T-10
Comet	J/44	Tanzer 16
Day Sailer	J/80	Tanzer 22
E Scow	JY15	Techno 293
Ensign	Kiteboard	Thistle
Etchells	Laser 4.7	Town Class
Europe	Laser	Vanguard 15
F 16	Laser Radial	Wave
F-18	Lido 14	Wianno Senior
Farr 40	Lightning	Windmill
Fireball	M Scow	Woodpussy
Flying Dutchman	Manhasset Bay One Design	X Boat
Flying Scot	Mariner	Y-Flyer
Folkboat SFB	MC Scow	Yngling
Force 5	Moore 24	





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 the 2008 - 2009 sailing season to compete in Lightnings at Carlyle Sailing Association (St. Louis, MO) on October 14 – 17, 2009.

To apply online, visit the championship event site  
[www.ussailing.org/championships/CofC/](http://www.ussailing.org/championships/CofC/).  
Selected applicants will be notified on or about August 1, 2009.

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



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 2008 or 2009 U.S. Class Champion, **US SAILING** and the **Carlyle Sailing Association** 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.** **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 or are **US SAILING** champions. 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 2009 **U.S. Championship of Champions** Regatta will accept twenty class champions from 2008-2009 sailing season to compete in **Lightnings** at **Carlyle Sailing Association** in **St. Louis, MO** from **October 14 -17, 2009**. 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 and current 2008 U.S. Singlehanded Champion.

**US SAILING** and the **Carlyle Sailing Association** 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 2009 **U.S. Championship of Championships**, kindly go to [www.ussailing.org/championships/CofC](http://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



**Applications for the 2008 Championship of Championships included the following classes:**

NAME	CLASS	HOMETOWN
MARK LE BLANC	2.4MR	NEW ORLEANS, LA
JUDGE RYAN	29ER	SAN DIEGO, CA
DAVID SPIRA	BUCCANEER 18	DENVER, CO
RICHARD I TORPEY	ENSIGN CLASS	TOMS RIVER, NJ
ALLAN TERHUNE, JR	FLYING SCOT	ANNAPOLIS, MD
STEPHEN SMEULDERS	FORCE 5	PITTSFORD, NY
PETER SHOPE	FROSTY	STRATHAM, NH
JOHN BAUER	HIGHLANDER	NEW PHILADELPHIA, OH
IAN SCHILLEBEECKX	I-20	LABADIE, MO
JOHN BAXTER	INTERCLUB	GREENWICH, CT
GEOFF BECKER	INTERNATIONAL LIGHTNING	ARNOLD, MD
RICHARD (DICK) TILLMAN	INTERNATIONAL SUNFISH	SYRACUSE, IN
WILLIAM NIGHTINGALE	JY15	ROWAYTON, CT
CAMERON HALL	LASER 4.7	ST. PETERSBURG, FL
JEFF LINTON	LIGHTNING	TAMPA, FL
NEWTON WATTIS	MARINER CLASS	SURF CITY, NJ
RYAN FLACK	MUTINEER 15	WADSWORTH, IL
WARD BROOKS	NARRASKETUCK ONE DESIGN	BLUE POINT, NY
CHRISTOPHER WILLIFORD	OPTIMIST	FORT LAUDERDALE, FL
PETER SLADOVICH	RHODES 19	NEW ORLEANS, LA
AUGIE DIAZ	SNIPE	MIAMI, FL
WILLIAM LYNN	SONAR	MARBLEHEAD, MA
ANNE EDWARDS	SUNFISH	BATON ROUGE, LA
BOBBY BOGER	SUNFISH	SOUTHOLD, NY
LEE PARKS	SUNFISH	NEWPORT, RI
DOUGLAS KAUKAINEN	SUNFISH	ROCHESTER, NY
MICHAEL INGHAM	THISTLE	ROCHESTER, NY
DANNY PLETSCH	VANGUARD 15	STAMFORD, CT
CHRISTOPHER BANHOLZER	X BOAT	HARTLAND, WI
ROBERT L. ROWLAND	Y FLYER	DAYTON, OH
JOHN INGALLS	YNGLING	LITTLE COMPTON, RI



## 2009 U.S. Championship Schedule

Date	Championship	Host	Class
1/17 - 1/19	U.S. Youth Multihull Championship <i>For the 2009 Arthur J. Stevens Trophy. Will be held in conjunction with the ISAF Youth Worlds Qualifier</i>	Alamitos Bay Yacht Club Long Beach, CA	Hobie 16 with spinnakers
TBD	U.S. Multihull Championship <i>For the 2009 Hobie Alter Cup</i>	TBD San Diego, CA	AHPC Viper F-16
6/25 - 6/30	U.S. Youth Sailing Championships <i>For the 2009 Johnstone, Scott and Conner Trophies</i>	Indian Harbor Yacht Club Greenwich, CT	Laser, Laser Radial, C420, 29er
7/6 - 7/11	U.S. Junior Women's Doublehanded Championship <i>For the 2009 Ida Lewis Trophy</i>	Hampton Yacht Club Hampton, VA	C 420
7/19 - 7/24	U.S. Junior Women's Singlehanded Championship <i>For the 2009 Nancy Leiter Clagett Memorial Trophy</i>	Westhampton Yacht Squadron Remsenburg, NY	Laser Radial
7/30 - 8/2	U.S. Singlehanded Championship <i>For the 2009 O'Day Trophy</i>	Detroit Yacht Club Detroit, MI	Laser
8/8 - 8/12	Chubb U.S. Junior Championships <i>For the 2009 Smythe, Bemis and Sears Trophies</i>	Pleon, Eastern, Boston & Corinthian Yacht Clubs Marblehead, MA	Laser, C 420 and tentatively Rhodes 19
9/17 - 9/20	U.S. Disabled Sailing Championship <i>For the Hovey and Goldman Trophies</i>	Indian Harbor Yacht Club Greenwich, CT	Ideal 18, Sonars, 2.4mR, Skud
9/23 - 9/26	U.S. Men's and Women's Sailing Championships <i>for the 2009 Mallory and Adams Trophies</i>	Bay Waveland Yacht Club Bay St. Louis, MS	Flying Scot
9/25 - 9/27	U.S. Team Racing Championship <i>For 2009 George R. Hinman Trophy</i>	Beverly Yacht Club Marion, MA	Vanguard 15s
9/25 - 9/27	U.S. Offshore Championship <i>For the 2009 Lloyd Phoenix Trophy</i>	U.S. Naval Academy Annapolis, MD	Navy 44s
10/7 - 10/11	Rolex International Women's Keelboat Championship <i>For the 2009 Bengt Julin Trophy</i>	Rochester Yacht Club Rochester NY	J/22
10/14 - 10/17	U.S. Championship of Champions <i>for the 2009 Jack Young Trophy</i>	Carlyle Sailing Association St. Louis, MO	Lightnings
11/19 - 11/20	U.S. Match Racing Championship <i>for the 2009 Prince of Wales Bowl</i>	St. Petersburg Yacht Club St. Petersburg, FL	Sonars
12/2 - 12/6	U.S. Women's Match Racing Championship <i>For the 2009 Allegra Knapp Mertz Trophy</i>	St. Thomas Yacht Club St. Thomas, VI	International 24s



# national sailing programs symposium 2009

SAN DIEGO, CALIFORNIA  
JANUARY 7-11, 2009



LaserPerformance

*Presenting Sponsor*



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## PRESENTING:

Dave Perry  
Anna Tunnicliffe  
Joni Palmer  
Robbie Haines  
Craig Leweck  
Dean Brenner  
Julie Brewer  
Betsy Alison  
and more

## SCHEDULE OF EVENTS:

- \* **Powerboat Instructor Course**, January 5-7
- \* **Basic Keelboat Instructor Course**, January 5-7
- \* **Judges Workshop**, January 5-6
- \* **Youth Coaching Module**, January 6
- \* **Advanced Coaching Symposium**, January 7
- \* **Special 2-part workshop: Enhancing your organization's performance: strategic planning and evaluations**, January 7
- \* **National Sailing Programs Symposium**, January 7-11
- \* **International Coaching Module**, January 11
- \* **Small Boat Instructor Trainer Course**, January 11-14
- \* **Small Boat Coach Trainer Course**, January 12-14

**To register or for more information visit [www.ussailing.org/training/nsps/2009](http://www.ussailing.org/training/nsps/2009)**

# 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](http://www.ussailing.org/sac).



## US SAILING's Mount Gay Rum Speaker Series

One Design Sailing Symposium	11.15.08	Atlanta, GA
South Atlantic YRA	02.06.09	Columbia, SC
Island Bay Yacht Club	02.28.09	Springfield, IL
Gulf Coast Sailing Club	03.28.09	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](mailto:brianwelsh@ussailing.org)

YOUR PASSION. ORGANIZED.



Photo by Fran Grenon

**The rules are changing!**



# Are you ready?

**The new racing rules take effect January 1, 2009!**

Prepare yourself and your crew for the coming season by attending one of US SAILING's 2009 Racing Rules Seminars, presented by North U. You'll learn how the new rules work and how they change the game. Using the North U. 2009-12 Racing Rules Seminar Workbook, you'll see and solve situations on the racecourse and develop a sharper rules sense. Register with North U. today!

▶ If your club or group is interested in hosting a 2009 Racing Rules seminar, call Fran or Bill at North U.



**2009-12 RACING RULES SEMINARS**  
presented by North U.

**www.northu.com 1-800-347-2457**

**USA SAILING** 2009-12 RACING RULES SEMINARS  
presented by North U.

**Seminar Schedules...** Approximately 40 North American Racing Rules seminars will be offered through the spring of 2009. Log on to our website at [www.northu.com](http://www.northu.com) for the latest schedule updates. If you'd like to be notified by email about seminars in your area, **join the Seminar e.list.** If your club or group is interested in hosting a seminar, contact Bill or Fran at North U. at **1-800-347-2457.**

Key Largo, FL.....	11/12	Richland, MI.....	3/8
St. Petersburg, FL.....	1/3	Philadelphia, PA.....	3/14
Tiburon, CA.....	1/10	Denison, TX.....	3/14
Portland, OR.....	1/11	Brick, NJ.....	3/15
Long Beach, CA.....	1/11	Hilton Head Island, SC.....	3/21
Wayzata, MN.....	1/17	Rye, NY.....	3/21
Kennebunkport, ME.....	1/24	Erie, PA.....	3/21
Cincinnati, OH.....	1/31	Seattle, WA.....	3/22
Punta Gorda, FL.....	1/31	Charleston, SC.....	3/22
Marion, MA.....	1/31	Chicago, IL - Seminar II.....	3/28
Oklahoma City, OK.....	2/7	Wickford, RI.....	3/28
Madison, WI.....	2/7	Duluth, MI.....	3/28
Marina Del Rey, CA.....	2/7	Boston, MA.....	3/29
Beverly, MA.....	2/21	Milwaukee, WI.....	3/29
Chicago, IL - Seminar I.....	2/21	Columbus, OH.....	4/25
Tacoma, WA.....	2/21		
Hampton Roads, VA.....	2/28	<b>To be announced:</b>	
New Haven, CT.....	2/28	Annapolis	
Woodbury, NY.....	3/1	Santa Barbara	
Grosse Ile, MI.....	3/7	San Diego	
Rochester, NY.....	3/7		

Seminar list as of November 5, 2008.  
Go to [www.northu.com](http://www.northu.com) for the latest schedule information.