

FLEET NEWSLETTER
July 22, 2008

This is a short and unscheduled newsletter to keep you informed of the some key points, tweaks and new developments in the Fleet Captain Program, and the state and use of your fleet boats. It's probably the first one you ever received from a Fleet Captain, so...you may as well read it.....

State of the Fleet:

All boats and mark tackle are 100% except for the deck delamination at the bow on Sitting Duck which will be repaired by PPM mid August for approximately \$800 and a regular scheduled service of Mighty Duck's engine scheduled in late July by Sound Works or Atlantic Outboard.

Certified Drivers:

Interested in becoming a Certified Driver of any our boats? All ages and sexes encouraged. No distinction is made between any class of members. Contact Mat Hayes at 860-227-2399. It is challenging and a lot of fun. Currently, a recap of our Certified Drivers are:

Sitting Duck: Marie Hayes, Steve Kemball-Cook, Bill Littell, Scott Mason, Tim Keyworth, Marcus Garofalo and Mat Hayes trained for all sea states, all conditions of visibility and night time operation.

Mighty Duck and the New Duck: Marcus Garofolo, Scott Mason, Bill Littell, Al Skinner, Tim Keyworth, Mat Hayes trained for all sea states, all conditions of visibility, night time operation, and towing.

Our goal is to have 8 Certified Drivers for each boat by end of the 2008 sailing season. Please join us.

Fuel Management:

New rules are now in effect to assure that only DIYC boats can charge gas to the DIYC account at PPM. Colette Skinner, Tim Keyworth, Mat Hayes and Katy Russell (PPM dockmaster) formulated a procedure. All the workers at the PPM fuel dock will now only fill DIYC owned vessels and will put the vessel name on the gas ticket. All other non-DIYC participating boats who use fuel will use their own charge card and submit the receipt for reimbursement to either the Fleet Captain or the Rear Commodore of Race for the fuel they used. On the race course, we play "zone" to minimize vessel movement on the water. We frequently anchor or stop our motors and drift in our assigned zones. All our captains have been very good about saving fuel and minimizing movement on the water. We owe a big "Thank You" for the efforts of all our drivers in this area.

Operational Parameters:

Each boat has certain simple operational parameters developed by the Certified Drivers of each boat.

Sitting Duck: maximum allowable operating engine speed is 2300 rpms, a maximum occupancy of 8 people, and is not allowed to tow. In general, we operate this vessel at 2200 rpms

Mighty Duck and the New Duck: maximum allowable operating engine speeds of 4000 rpms which will give them a speed of approx 20 knots, and a maximum occupancy of 6 people. In general, we operate these mark boats at 3500 rpms at 15 kts (minimum require for a full plane).

These parameters will allow many years of safe operation while minimizing fuel consumption, maintenance and reducing the risk of catastrophic mechanical failures. All our captains play an important part in developing these parameters. All their advice was thoughtful, consistent, and followed without exception.

Visiting Mark Boats:

The program has provisions to allow and encourage the constructive participation of visiting crash/photo/spectator boats to accommodate the needs of any event especially during major regattas. The activities of these visiting boats are still required to be coordinated with the DIYC mark boats and tasked by the Fleet Captain in consultation with the race officer. They will be reimbursed for fuel used as described above. We appreciate their willingness to use their boats in the management of our races.

Moving of Mark Boats in the Bight:

From time to time, someone has to move the New Duck to another spot in the bight or alongside Mighty Duck so that they can use the crane or the dinghy ramp. If you are moving it alongside Mighty Duck, please put her engine abeam of Mighty Duck's leaning post (the seat aft of the steering wheel) with her bow nearly against the dock several feet forward of Mighty Duck's bow. We need to do this so as to be good neighbors to Harry's Marina and most notably to the Freedom 40 under whose bow Mighty Duck is docked to allow her movement to and from her slip. They have never complained and have always been friendly. Let's return the favor.

Personal Use of Fleet Boats:

The question of personal use of the fleet boats was recently posed. Personal use of any fleet boat is not permitted by anyone. Even certified drivers need to be assigned that day to drive the boat on official DIYC events. These boats cost approximately \$15-\$20/hour for just the fuel consumed at less than normal cruise. If we allow one person to use the boats personally, then all other members should be able to do the same. Keys are no longer stored on the mark boats.

Mark Boat Captain's Notebook:

By August 1st, each mark boat will have a notebook with selected excerpts from USSA/ISAF Race Management Manuals for mark-boat-specific activities such as course changes, setting leeward gates, setting windward offsets, adjusting mark and pin sets for current, setting line lengths, pin boat duties during normal starts or "I" flagged starts, and other race management duties. Additionally, each captain will be trained for any specific race management needs for an event. The purpose of this information is to educate each driver of race management issues and to heighten their awareness of what the race officers are doing so as to anticipate their needs on the water during an event. The notebook will also include the Fleet Captain's Program and any other information they may need for the performance of their duties, the continuation of their training, increasing their competencies, and to meet the increasing demands and sophistications of our growing one-design racing programs.

The Fleet Captain Program: So far, this program has been successful thanks to the support of many members-at-large, participants in the program such as Marcus Garofalo, Steve Kemball-Cook, Bill Littell, Scott Mason, Al Skinner, Tom Hahn, Todd Berman, Joel Marcus, Mike Sinisi, and race officials such as Tim Keyworth, Jane Reilly, Steve Purdy and Tom Carse. Many other members-at-large have expressed their appreciation of the program and its implementation. Our growing one-design programs was the driving force of investing in new, more capable mark boats and more competent captains. This program coherently manages the maintenance, safe operation of all our fleet boats, and to give much better races. Our fleet is valued at approximately \$80,000 and the program is designed to protect our investment, enhance the competencies of our captains, and promote participation by members in this program. Thanks to Dick Saunders, you can now view the program at www.diy.com. The Fleet is in excellent shape and the use of all the boats has been very responsible and with diligent attention to all the parameters of the Fleet Captain's Program by all our captains. In closing, I cannot tell you just how much fun the Fleet Captain's position has become. It's really great seeing the delight and satisfaction of the participating members as they meet the challenges of being a competent mark boat/RC boat captain. It's a skill and it's more challenging than you think! I thank all of you for your support of this program and encourage more of you to participate as drivers of our boats and welcome your comments and suggestions to improve this program.

Your Fleet Captain
Mat Hayes