

Flying Scot® Sailing Association  
Fleet Captain's Welcome Information;  
Resources for the FSSA Fleet Captain

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

### Getting Started

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

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

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

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

### Fleet Constitution

If your fleet does not have a Constitution and By-laws, you may want to get one organized and approved by the membership. Fleets aren't required to have these documents, but they can help define the duties of the fleet officers and provide a basis for fleet governance. A [pro-forma document](#) is available on the FSSA website in PDF format and can be adapted to the needs of the fleet. Contact FSSA if you want a modifiable (Word) version. It's important to note that FSSA rules take precedence, if the fleet's Constitution or By-Laws conflict with FSSA.

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### FSSA Handbook

The [FSSA Handbook](#) is available on the FSSA web site. FSSA can send you a copy if you have trouble printing off the website. The Handbook has the FSSA Constitution and By-Laws, Specifications, and Chief Measurer's Rulings. The Handbook was updated in July, 2003. These documents help with local issues such as allowable boat modification and the requirement that all participants in FSSA-sanctioned events are FSSA members. It's a must-read since you will be the local FSSA representative and expected to speak with authority on these and similar issues.

### Your Relationship to FSSA

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

### Your Regatta Announcement and Results

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

### FSSA Membership

The Flying Scot® is a one-design sailboat, and having a strong national organization is crucial to maintaining the integrity of the class. Strict one-design control means that older boats compete on a par with newer ones and thus maintain their value. You should encourage all Scot owners to join FSSA whether they race or not. Membership is required for all FSSA-sanctioned events including District Championships. You should include this requirement in Race Notices and Sailing Instructions. Prospective [members can join on-line](#) at the FSSA web site.

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### Fleet Rosters

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

### Fleet of the Year Award

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

### Fleet building

Fleet building is your most important duty. Be highly visible in local sailing and readily available. Plan fun activities for the non-racing segment of the fleet as well as a racing program. Expect everyone to attend both types of activities. Social functions are very important to the health of the fleet, and one approach is to delegate responsibility for social functions to the "sociable" people in the fleet. Hold special educational events to bring everyone up to speed on all aspects of sailing. Encourage sailors to go to District and National events. Get the local newspaper to cover local Flying Scot® activities. Have a fleet member write a column about race results or fleet activities. Generate enthusiasm.

### Fleet Newsletter

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

### Local politics

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

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Continuity

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

Good Sailing,

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Ohio District Governor  
Former Fleet Captain, Fleet 6  
Revised, 12/2003  
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