

Fleet One Owners

The NOOD was S.F. Bay sailing at its very best. We had
Sunshine & Fog
Light air with smooth water & Heavy air chop
Close tacking up the City Front & “square wave surfing”
Flood Tides & Big Ebb
The Biggest Fleet in a 122 boat regatta

We had it all!
Fantastic!

BUT

As a FLEET we should be ashamed of ourselves. We had
At least four (4) serious collisions
One (1) dismasting
Uncountable “exchanges of paint”
11 Protests that went to the room
Open water port/starboard collisions
Black Flag starts – even a Black Flag General Recall
W/Black Flag DSQ's

Gentlemen

Each and every one of us should be VERY concerned on at least two (2) levels.

1. FINANCIAL

1.1 Insurance

We are ALL dependent on Insurance. If this continues, we will ALL be unable to obtain insurance on our boats. Remember, the insurance industry does not have to obey the anti-monopoly anti-collusion rules. They ALL know what the loss ratio is. I am sure NO insurance company has made any money on Fleet One insurance in 2001.

We face

Higher Premiums
Higher Deductibles

The real potential of not being able to buy insurance

1.2 RESALE VALUE

If we continue the carnage on the race course we will no longer have a demand for our boats. Guess what? That will hit us all in the pocket book.

2. SAFETY

If we don't clean up our act, it is inevitable that someone will get seriously hurt or potentially killed. That is not a pretty thought!

As Skipper's, the safety of our boats and our crews are our responsibility, and nobody else's; not the race committee, the sponsoring yacht club, the YRA, the Coast Guard or anybody but ourselves.

FOOD FOR THOUGHT

Pogo – “We have seen the enemy and he is us.”

Tom Leweck (Scuttlebutt) “Learn to pick your own battles. Ask yourself, will this really matter a year from now, or next week?”

RULES...RULES...RULES

- Your Fleet spent your money, and some of your fleet members a whole lot more time and effort, in setting up two (2) tremendous Rules Seminars this year. We had, in my opinion, very poor attendance. Accordingly, there is no excuse for us
- NOT knowing the rules
 - It is a fundamental Rule that we are to avoid collisions – READ PART 2
 - Having eleven (11) Protests heard, the majority of which were, throw out
- Filing a Protest and Failing to Show up at the hearing
 - When I started sailing this was an inexcusable offense. I know this statement will offend some, but remember, the Protest Committee is composed of racing sailors who DO know the rules and have volunteered to serve us (and in doing so, not race themselves). In my view it shows incredible lack of respect to file and fail to show. And in my private view, I would not like to be in front of a Protest Chairman next year with a protest that perhaps really counted when I had been so disrespectful of him. We are all human.
- If you break a rule, fess up and do your 720's. Don't try to be a “sea lawyer.”
- If you have a true different view on the circumstance – WORK IT OUT ON THE DOCK
- If you can't agree on the dock, go to mediation – BUT STAY OUT OF THE “ROOM”

Gentlemen, I apologize for being upset, but I am. I'm upset with my fleet, as well as with myself. In the fourth race Sunday I was involved in an “altercation” that resulted in my port stern pulpit being destroyed. At the final leeward mark I lost a crew overboard, possibly as a consequence, blowing what would have been a good regatta for us, and tainting what should have been a truly memorable wonderful weekend.

Let's learn the Rules, spread out on the starting line (it is plenty long) like the Farr 40's, and act like responsible gentlemen.

We, as Fleet One Owners, are the ONLY people who can effect change!

Jaren Leet
Captain, Fleet One