



NEWSLETTER

OF THE

INTERSCHOLASTIC SAILING ASSOCIATION

Founded 1930

Spring, 2002
VOLUME 10 • NO. 3

NOTE CHANGE IN DATES OF 2003 CRESSY REGATTA

Because there was a conflict with the SAT tests next Fall, the dates for the 2003 Cressy singlehanded championships have been moved to October 26-27 with a practice day Friday, October 25. The regatta will be held at Houston YC. Special thanks to host district SEISA, John and Joanne Kolius, Vanguard/Houston, Houston YC, and James Appel at Vanguard Sailboats for their help in rescheduling.

The Cressy championship consists of two fleets, 16 full-rig Lasers and 16 radial-rig Lasers. Aspiring participants select which fleet they wish to compete in and must stay with that fleet through all district eliminations and the championship. Each district will determine which teams will represent that district with allocations based on membership at the end of the 2001-2002 school year.

At present the preliminary allocations are as follows:

District	Radial	Full Rig
NESSA	4	4
MASSA	2	2
SAISA	2	2
SEISA	1	1
MWISA	2	2
PCISA	4	4
NWISA	1	1

THE 2002 GREAT OAKS REGATTA

The 2002 Great Oaks National Invitational Regatta will be held November 16-17, 2002 (with November 15 a practice day) at Southern YC, New Orleans. This major annual regatta is open to school teams that have been ISSA members for not more than three years and is intended to be an event for developing teams not yet competitive for national championships. A list of eligible teams will be published in June and districts determine berths based on allocations. The Great Oaks Regatta is sailed with single doublehanded crews in Collegiate 420s.

USE US SAILING PROTEST FORM

At the annual ISSA meeting in January the members voted to amend the Appendix 1 of the ISSA Procedural Rules by requiring protests to be submitted on the US Sailing protest form. The form as well as other changes can be downloaded from the ISSA Procedural Rules on the ISSA website www.highschoolsailingusa.org/PRs/printro.htm

FINAL 2002 ISSA NATIONAL CHAMPIONSHIP ALLOCATIONS

The final allocations for the 2002 Mallory fleet racing championship and the Baker team racing championship are set. Allocations are made on the basis of the school memberships of each district either for the past year or the current year as of January 1, whichever is higher, and determining the proportion of the each districts membership to that of the total membership of all the districts.

Note that increases in the memberships in the MWISA and SEISA over their 2001 totals caused a slight shift from previously published preliminary allocations.

District	Mallory	Baker
NESSA	5	3
MASSA	2	1
SAISA	3	2
MWISA	2	1
SEISA	2	1
PCISA	5	3
NWISA	1	1



President's Message



Dear Sailors and Friends,

Another Spring, another great sailing season. Spring is so short, especially in the northern states. The ice is barely off the pond and it's time for graduation. Not so in warmer climes where sailing never stops. This certainly makes using the Fall season to the fullest most attractive.

Our numbers continue to swell, and local leagues are growing in number and in strength. There are perhaps a dozen or more that we know of and probably more we haven't heard about.

As we receive memberships and rosters, we have been mailing discount coupons and other goodies to teams — but we're still short a few. There is also now a discount program for teams on Mercury outboard motors and Neil Pryde Sails and we are working on one for PFDs.

The West Marine new-team grants keep going out as we receive new memberships — \$15,000 worth so far with another group about to be sent in. We'll have a new team racing book described in this newsletter available by press time.

But enough of this dull stuff. Racing is set for the Mallory regatta at Treasure Island (San Francisco) 11-12 May and the Baker at Grosse Pointe 25-26 May. The NORs are on the ISSA website. Competition is hotter than ever, and in PCISA, for instance, year-long series is winding down to select the top teams for the nationals. Lots of good fun for varsity and JVs in the work-up.

That does take us to a couple of troublesome issues that recur as new sailors come into the system: Sailing within the rules, AKA ethics and safety. The Racing Rules of sailing along with the ISSA Procedural Rules help to define the game, and it is a grand game. Our regatta requirements and guidelines outline safety as well as other factors that make for a satisfying regatta, fun for all from the sailors to all the folks who make regattas work. Time and again the real answer to a "new" hot-button situation is to follow the rules.

We are resuming sending our Baker winners overseas this Summer with some help from a US Sailing Foundation grant. Except for last year we have sent teams abroad to compete with school teams from other countries. In addition these sailors often stay on to compete as individuals in other overseas regatta — good top-end stuff for those so inclined.

School sailing is about participation, at whatever level you find comfortable and fun. The "winning" takes care of itself.

Larry White, President

INTERSCHOLASTIC SAILING ASSOCIATION, INC.

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2002 ISSA CHAMPIONSHIP REGATTAS

FLEET RACING CHAMPIONSHIP FOR THE MALLORY TROPHY:

20 teams with two doublehanded crews, determined by district allocation, sailing at San Francisco Sailing Center on Treasure Island May 11-12 in CFJs.

Hosts: PCISA and San Francisco YC.

Contacts: Tim Hogan at 714-434-4400 or RC Chairman Ted Gazulis at 415-433-5795 x522

THE MALLORY REGATTA: SAILING IN SAN FRANCISCO BAY

PCISA is delighted to host the Mallory regatta in San Francisco. We will be sailing in one of the best dinghy venues on the West Coast, in Clipper Cove on Treasure Island. Clipper Cove provides excellent sailing and great shoreside viewing.

Treasure Island is located in the middle of San Francisco Bay due east of downtown San Francisco. Access is via the Bay Bridge either from San Francisco or from Oakland. The island is man-made, built as a site of the San Francisco airport in the 1930s on the shoals of Yerba Buena Island. It was the site of the 1939 Worlds Fair. After the fair, the airport was moved and the island became property of the US Navy. The Navy has now left, and Treasure Island, including a community sailing center, is a part of the city of San Francisco. The Treasure Island Sailing Center is now administered by the Treasure Island Sailing Foundation. You can learn more about the Foundation and the center by visiting its website www.tissailing.org

While we can't guarantee ideal weather conditions, competitors should anticipate a prevailing westerly breeze. A typical May day will have light airs in the morning with overcast skies. The famous San Francisco fog is generally a high marine layer of light clouds and that layer burns off about noon time. As the fog lifts, the wind speed increases so that by early to mid-afternoon the breeze should be around 10-15 knots. As the day progresses the wind will continue to build, so anticipate finishing the day in 15-20 knots under clear skies.

Because we will be sailing in a cove, the water should be relatively flat all day, although there will be some wind-developed chop by the end of the day. Tide and current should not be a factor. The water temperature is likely to about 60 degrees; the ambient air temperature is apt to be in the low to mid-60s, so with the breeze it is important to dress properly. If the weather is warmer than expected or if the breeze is lighter, it is easy to cool off, but under typical mid-San Francisco Bay conditions under-dressed sailors will be cold. A spray top is essential and a shorty or farmer john wet-suit is desirable.

The Mallory will be sailed in Vanguard CFJs, all of which are less than one year old. The regatta organizing committee is grateful to the San Francisco YC, the St. Francis YC, and the Peninsula Youth Sailing Foundation for allowing us to use their boats for this national championship event. Sails will be provided by

PCISA from its inventory of 50 sets that were purchased from an extremely generous grant by Roy Disney.

With a great venue and a fleet of evenly matched boats, we are looking forward to seeing some great dinghy sailing in May. Please don't hesitate to contact me by e-mail at tgazulis@hotmail.com if you have any questions. See you in SF.

—Ted Gazulis, Regatta Chairman

TEAM RACING CHAMPIONSHIP FOR THE BAKER TROPHY:

12 teams with three doublehanded crews, determined by district allocation, sailing at Grosse Pointe YC May 25-26 in 420s provided by local yacht clubs.

Hosts: MWISA and Grosse Pointe YC.

Chief Judge is Don Becker and PRO is Ted Everingham.

Contacts: Rick Wolney at 313-884-5224

COLD WATER, UNIQUE CHOP TYPIFY BAKER SITE

Lake St. Clair, situated south of Lake Huron and north of Lake Erie, connects the St. Clair and Detroit Rivers. On the eastern side is Ontario, Canada. Abutting the western shore are the communities of the five Grosse Pointes. Excluding the Great Lakes, Lake St. Clair is the ninth largest body of fresh water in the world, measuring 460 square miles. The lake is enjoyed by some 200 yachts in 15 classes sailing three courses every Saturday of the racing season from May 9 through October 31. Races are also held Tuesdays, Wednesdays, and Thursdays.

In mid-May at the time of the Baker regatta the air is cool, 50-70 degrees and the water is a chilly 40-45 degrees, so you'll need appropriate gear such as a wet or dry suit. The winds blow 5-20 knots and it is usually sunny and clear. You'll find our brand of the "sweet water chop" to be the best in the world. The Baker course will be 200-300 yards off the Grosse Pointe seawall, offering spectator viewing.

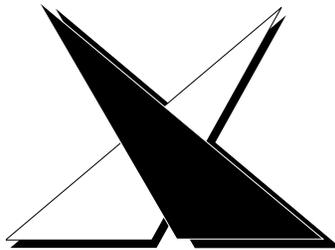
A true landmark in the Midwest, the Grosse Pointe Yacht Club offers impeccably maintained world-class facilities with the equipment and personnel to support a championship event. Skippers, crews, their families, coaches, and judges will feel at home on our very friendly family club.

The Grosse Pointe YC has been sponsoring an annual GPYC regatta since 1929 and, to culminate the season, the Blue Nose Regatta for some 55 years. Through the years the GPYC has been distinguished with sailing honors such as season champions, divisional and overall winners in the Port Huron to Mackinac Race, the Canada's Cup, the J-44 North American, Mid-Winter and Fall Championships, etc. With a fleet of nearly 40 club boats of various designs, the GPYC boasts the finest junior racing program on the Great Lakes, intra-club daily racing and weekly interclub races.



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ON-THE-WATER JUDGING TO BE USED IN BAKER REGATTA

The purpose of using Observers for on-the-water judging using RRS Appendix D with Observers (RRS D 2.4) for team racing using is to provide a service that is hopefully better than endless hours in a protest room at the end of the day.

Team racing is a self-policing sport, and the Team Race Appendix (D) was written by team racers to further that concept. Sportsmanship and the Rules expect competitors who infringe a rule to take penalties themselves, without being told to do so. However, it sometimes happens that two parties have a different view as to what exactly happened.

Observers on the water act as a "portable protest committee." They are there in a passive role, as they would be sitting ashore waiting for protests to come to them. Observers do not go looking for incidents.

Whenever you have a protest, whether or not there are Observers watching your match, the following procedures do not change. If you concentrate on the procedures for a normal protest, the whole process should fall into place much more easily.

So, you want to protest. What should you do?

1. Hail "PROTEST" and display a protest flag.
2. Try to resolve the issue between you and the other boat.
3. At this time, one or the other may accept an alternate penalty (360° turn.)
4. If you cannot resolve the matter within a reasonable time, move onto the next stage.

When there are Observers following your race:

5. Only a boat displaying a protest flag can ask an Observer for an opinion. This is done by displaying a yellow flag in accordance with RRS D2.3(a).
6. The Observer will render an opinion [RRS 2.3(b)] by displaying: a GREEN flag — "No penalty imposed, incident closed"; a RED flag — "One or more boats are penalized" and the Observer will hail or signal each boat to be penalized; or a YELLOW flag — "The Observer has no opinion."
7. If there is a RED flag, a penalized boat has the choice of taking an alternate penalty (720° turn), or letting the protesting boat initiate a protest after the race or protesting if the protesting boat is the one penalized.
8. If there is a GREEN flag, the protesting boat can either accept that opinion or initiate a protest after the race.
9. If there is a YELLOW flag, the protesting boat can initiate a protest after the race.

Remember, only when a boat flying a protest flag (as required in order to lodge a valid protest) asks for an opinion is an Observer allowed to give an opinion. Also, to file a protest after an Observed race, the protesting boat must fly the protest flag until finishing (and notify-

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ON-THE-WATER JUDGING TO BE USED IN BAKER REGATTA

Continued from Page 5

ing the Race Committee on the finish line if required in the SIs).

Other Considerations;

The Observers are closely following the match. They will try to position themselves so they will be able to see situations as they develop, and will be able to render a correct opinion in the event of a protest.

That said, when protesting, the more information you can give the Observers at the time of the incident will increase the chances of them giving a correct decision. For example, tell the Observers, "The windward boat hit me," "#5 hit the mark," etc. However, remember some calls are difficult to prove and win. Hitting a mark and sailing below a proper course downwind are but two examples.

Remember, too, taking an alternate penalty at the time of the incident is a 360 degree turn; an alternate penalty signaled by an Observer is a 720 degree turn, and losing a protest hearing is a DSQ with 6 penalty points.

FLY THAT RED FLAG

The Racing Rules of Sailing no longer requires the red protest flag for boats under six meters long - the words are "need not display." That doesn't say you must not, just that for straight racing under the RRS you need not.

But the Racing Rules aren't the only rules that govern an event; just look at the Definitions. For ISSA we also have the ISSA Procedural Rules which are available in print and can be downloaded free from our website. Don't forget to download the changes which are also posted.

In school sailing we have retained the red flag in the mandatory protest procedure because the flag clearly identifies that a protestor really intends to protest. It makes certain than an unheard hail of "protest" — also required - does not blow away in the wind. The display of the red flag gives the intended protested an opportunity to either counter protest, exonerate with penalty turns, or retire (with-draw).

While districts can modify the ISSA Procedural Rules for district competition, for the ISSA national championships the PRs are used as written and cannot be changed without advanced permission and notification of all competitors of any changes well ahead of time.

Our first-ever Appeal, reported elsewhere in this newsletter, rests on these very points.

— LAW

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ISSA HEARS, DECIDES APPEAL FROM 2002 CRESSY

This appeal was brought by Admiral Farragut Academy on the basis that Farragut was disqualified from a race as the result of the Protest Committee's hearing and deciding an invalid protest.

Summary of the Facts:

In the last race of the 2002 ISSA National High School Singlehanded Championships — Cressy Trophy — in the Laser Radial Division, a collision at the windward mark occurred between Coronado High School and Admiral Farragut Academy.

Coronado was close hauled on starboard tack approaching the windward mark and laying it. Farragut tacked from port to starboard tack within the two-length zone close ahead of Coronado, allowing no room, and a collision resulted with Coronado striking Farragut on the transom. Coronado hailed "Protest" and protested Farragut for violating RRS 18.3(b). Farragut neither protested nor exonerated herself.

At the protest hearing, the Protest Committee (PC) found the protest to be valid and subsequently disqualified Farragut from the race. The series was scored and awards made.

Subsequent to the regatta but within the required time, Farragut appealed the PC's decision, on the grounds that the protest was invalid since no (red) protest flag was flown as required by ISSA Procedural Rule (PR) 16. The ISSA Appeals Committee remanded the case to the PC for reopening, to inquire further into the validity of the case, specifically to determine if a red flag was flown. PC then determined that no flag was flown. At that hearing it was also found that at the mandatory Competitors' Meeting at the beginning of the series, a senior race official answered a question from a coach concerning whether a protest flag was required in a way that could be understood to modify ISSA PR 16 in that a flag was not required. ISSA PRs provide that at a National Championship no change to the PRs can be made without the prior approval of the President of ISSA and the prior notification of all the contestants of the change. No such change was made. There also was no posting of any change on the Official Notice Board subsequent to the Competitors' Meeting. In the strictest sense, the ISSA PRs were not officially changed.

Upon a further inquiry from the Appeals Committee, the PC found the protest to be invalid.

Decision: Farragut's appeal is upheld, subject to ISSA PR 21(b).

*s/ L. A. White, chair
ISSA Appeals Committee*

First Endorsement:

The Appeals Committee cannot be unaware that in fact a rule was broken, since that information flows from a review of the record of this case. Despite the fact that what is known comes from what is now judged to be the hearing of an invalid case, the circumstances sur-

rounding the foul which included a collision lead to the conclusion that a violation of RRS 2 as defined by the Basic Principle, and of RRS 3, may have occurred. This is not to invoke the long-dead IYRR 33 from the 1993-1996 IYRR, but to apply the enforceable principles of the sport to this incident. A rule is broken whether one is protested or not, and by racing under the rules one agrees to be governed by them.

The equitable solution is to let the original scores stand.

*s/ Lawrence A. White, President
Interscholastic Sailing Association*

**Distribution in accordance with ISSA PR 21(f)*

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ON ISSA RACE COURSES ...

HURRICANES FINISH UNDEFEATED

The First Baptist Hurricanes of Charleston, SC finished the regular season of school sailing undefeated, winning the last of the north SAISA series regattas. Eleven school sailing teams from Florida, Georgia, South Carolina, and Tennessee competed in 22 races. The racing was held in Charleston on the Ashley River. Winds ranged from light to heavy and blew from various directions, creating challenging conditions for the sailors. The competition was exciting and intense as the lead changed constantly. Porter-Gaud School and James Island HS held the early leads, while First Baptist and Academic Magnet School stayed on their heels. All four schools held the lead during the regatta, but it was First Baptist taking control in Sunday's races and pulling away for the win. James Island HS finished second and Porter-Gaud third. B Division and overall low-point crew was Patrick Wilson/T.J. McKelvey of First Baptist. A Division low point crew was John Skinner/Meredith Wight of Pinewood Prep.

First Baptist HS won the top point total in the northern end of the SAISA district followed by James Island HS and Porter-Gaud School. Community School of Naples led in the standings of the southern schools with St. Petersburg HS second and H.B.Plant HS third.

The top eight schools qualifying in the north end of the district raced the top eight schools in the south to determine which three schools will go on to the Mallory national championship in San Francisco May 10-12.

SAISA CHAMPIONSHIP DECIDES MALLORY BERTHS

Community School of Naples became the SAISA Spring champion, leading the three-team district representation to the 2002 fleet championship for the Mallory Trophy in San Francisco, by winning the SAISA qualification regatta April 13-14. H.B.Plant HS of Tampa finished second and Lincoln Park Academy of Ft. Pierce, FL third. Community School competed in the Mallory last year and won the 2001 Great Oaks National Invitational Regatta. Notably missing the 2002 Mallory are such past SAISA Mallory competitors as St. Petersburg HS and Lakewood HS.

JESUIT HS, LAPORTE HS WIN SEISA QUALIFIER

Jesuit HS of New Orleans took first and LaPorte HS of Houston, TX finished second to win the two allocated district berths to the Mallory championship regatta. Seven schools participated February 23 at Southern YC in seven races in each division. Winds were northeast 10-15 knots and 1-2 foot chop. For Jesuit HS the win was not surprising; the team has represented SAISA in each of the last three Mallory doublehanded championships. By contrast, LaPorte HS, coached by John and Joanne Kolius, is the first Texas school to advance to the championship.

JESUIT HS REPEATS AS BAKER ENTRY

On the day following the qualifying regatta for the Mallory Jesuit HS with a perfect 8-0 record again repeated as SEISA entry in the Baker team racing championship. Jesuit HS has had a measure of success in the national championship, finishing third in both the 1999 and 2000 regattas and fourth last year. In the qualifying regatta Jesuit HS and LaPorte HS advanced to the final round after defeating St. Stanislaus HS and Cedar Park HS in the double rotation preliminary series and Jesuit HS beat LaPorte to again take the single district berth in the national championship.

CORONADO HS CONTINUES PCISA DOMINANCE

The Coronado HS team that has won three national ISSA championships last year continued to chew up its competition on the West Coast, winning the 2002 Cardinal Regatta February 23-23 sailed at Sequoia YC. The B Division crew of Mikee Anderson-

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ON ISSA RACE COURSES ...

Mitterling/Lauren Usrey was the overall low point crew, winning its division by more than 20 points and having six first places in the 10 races they sailed. The winning Coronado HS A Division crew was Brian Haines/Blaire Herron.

Finishing second and pushing Coronado was The Bishops School led by its A Division low point crew of Andrew Campbell/Hilary Shapiro. Newport Harbor HS was third and Pt. Loma HS fourth in the 20-team Gold Fleet.

Proving that Coronado HS has depth and Mikee is not the only member of his family that can win, his sister Tinja Anderson-Metterling with crew Jessica Maggio helped the Coronado HS JV team win the Silver Fleet. John Nass/Katie Eckert of Coronado was the overall low point crew in the Silver Fleet, winning half their races. Dos Pueblos HS of Santa Barbara was second and Marina HS of Huntington Beach was third in the 29-team fleet.

The two-day regatta was sailed in light, shifty winds and was jointly hosted by Sequoia YC, Stanford U, Port of Redwood City, and the Sequoia and Stanford U HS sailing teams.

UNIVERSITY HS WINS APPLETON REGATTA

University HS of San Francisco defeated 17 other northern California teams to win NoCal #5 Appleton Regatta March 9-10 at San Francisco YC. Marin Catholic HS (Kentfield, CA) was second and Redwood HS (Larkspur, CA) third. The winning crews were Liz Roundtree/Robert Leeper and P.J.Roundtree/Evan Shalen. The overall low point crew was Redwood HS's A Division crew of Jon Goldsberry/Richard Grunnan. Low point in B Division was Morgan Gutenkunst/Alex Tavani of Marin Catholic HS.

On Saturday winds were variable including a squall blowing through with gusts of 20+ and by mid-afternoon the ebb current was running at over four knots to compound the challenge. On Sunday conditions were more reasonable.

In response to an ongoing discussion on the PCISA website, judges were on the water for both days and participants received a strong plea to avoid collisions and to protest and use penalty turns in event of fouls. The result was, in the opinion of the Race Committee and judges, a well sailed regatta that was a compliment to the teams.

PT. LOMA HS BREAKS CORONADO HS STRING IN GAUCHO

Pt. Loma HS won the 2002 Gaucho Invitational Regatta sailed March 23-24 at Santa Barbara YC. The racing was close as indicated by the two points that separated Pt. Loma from Santa Barbara HS in second

Continued on Page 10

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ON ISSA RACE COURSES ...

Continued from Page 9

place and six points from Marin Catholic HS in third. The margin for the two top schools resulted from their success in B Division where between the two teams they had five first places in the eight races. The powerful Coronado HS team fell to ninth of the 22 teams in the Gold Fleet for this regatta.

In the Silver Fleet the Corona Del Mar JV team had an easy time defeating 25 teams with Soquel HS narrowly taking second place over Lowell HS of San Francisco.

SOUTHERN HS WINS ANNAPOLIS YC SPRING REGATTA

Southern HS of Harwood, MD, defeating 13 school teams, won the AYC Spring 2002 Invitational regatta, sailed March 16. Jamie Howell with crews Corey Averill and Tristan Lohmon sailed for Southern in A Division and Kelsey Averill/Devin Hurson in B Division. Overall low point winner was Todd Hawkins/Genevieve Semple/Colleen Kelly sailing in B Division for Monsignor Donovan HS, leading their school to second place five points being the leader. Southern Regional HS of New Jersey was third.

The regatta was sailed in southeast winds that started light and backed into the northwest where they blew as high as 17 knots by the end of the regatta.



Regatta Chairman Pat Healy conducts the skippers' meeting before the Navy Invitational

TWO NEW JERSEY SCHOOLS DOMINATE NAVY INVITATIONAL

Led by its A Division crew of Carl Horrocks with crews Ted Vadurro and Chris Laurino, who easily took overall low point honors, Pt. Pleasant HS won the doublehanded part of the Navy Spring HS Invitational Regatta

sailed March 23-24. The Key School of Annapolis was second and Southern HS third in the 17-school fleet.

In the Laser fleet the Johnson brothers Clay in first and Reed in second ran away from the 11-boat fleet. Clay, who had third in the 2002 Cressy full-rig, won 11 of the 12 races with just one third preventing his clean sweep. Reed had eight second places. Kyle Kovacs of Lawrenceville School, bronze medal winner in the Laser Radials in last Fall's Cressy championship, took third.

The first day of the regatta was sailed in heavy air in Annapolis Harbor that saw lots of capsizes and wild planes. One crew, from Monsignor Donovan HS, capsized during the first race, stuck their mast into bottom mud, had to sit chilled atop the boat until help came to free the stuck mast, but then went on to race the rest of the regatta. The second day the wind was far more reasonable at 8-10 knots.

DISCOUNTS FOR SCHOOL SAILORS

The Community Sailing Council of USSailing has arranged some attractive discounts which will apply to school sailing programs. If you are outfitting your program and need a launch motor or sails, check out these offerings:

Neil Pryde Sails: call Bob Patterson at 203-874-2945, e-mail admin@neilprydesails.com

Mercury Marine: call Jeff Krueger at 909-929-5261, e-mail jeff_krueger@mercmarine.com or go to your local Mercury outboard dealer.

CLASSIFIED ADS

Readers of the ISSA Newsletter are invited to send us ads for our Classified Section. They must be of interest to school sailors, coaches, advisors, etc., and be subject to editing. Classifieds can be used to find or sell boats, give learning opportunities for school sailors, and offer sailing instructor employment. There is no cost to ISSA members for one-time publication of Classified ads. All others: \$25.00 pre-paid per issue.

INSTRUCTORS: Sailing/water skiing at top Maine children's camps offering Sunfish and master crafts. Contact Geoffrey Newman, 2914 Medinah St. Weston, FL 33332

RACING COACHES/INSTRUCTORS WANTED: YMCA Camp Letts on Chesapeake Bay is looking for enthusiastic sailors to team youth 8-16 in Lasers, Bytes, Optimists, Flying Scots, windsurfers, and 25' sloops. Offering room/board, competitive salaries, and pre- and post-season employment opportunities. Contact: Ian Fallon, PO Box 208, Edgewater, MD 21037 Tel: 410-798-0440 or e-mail irfallon@annapolis.net

ELECTRIC STARTING SYSTEM

THE RACE STARTER is a battery-powered automatic race starting clock and horn signal providing up to 40 3-minute sequences or 200 10-minute sequences per battery charge. Boxed in waterproof container with two separate trumpet horns.

ECHO SYSTEMS Ollie Wallock, 413-782-8431
<http://www.echosystems.com/>

THE REST OF THE RACING RULES

Much of the time when we learn the racing rules we focus entirely on Part 2 — When Boats Meet, the so-called right-of-way rules. There's much more to the rules than that, even after you notice RRS 42 — Propulsion (AKA Kinetics) and RRS 44 — Penalties for Breaking Rules of Part 2. And a couple in Part 3 — Conduct of a Race, which include other penalties such as hitting marks, sailing the course, black flag, etc. We usually get that stuff down pretty well.

The Part that gets overlooked is right up front: Part 1 — Fundamental Rules, which are defined in part of RRS 2 by the prefatory Basic Principle — Sportsmanship and the Rules. Competitors are expected to follow the rules voluntarily and to enforce them. When a sailor breaks a rule the two choices are to take a penalty or to retire. No one has to hail "protest" or fly a flag to make this apply. The competitor's sense of doing the right thing takes over. If "winning" involves cheating, it is not a victory at all. Recall the example of the US Olympian who hit a mark. No one saw him do it, but he withdrew after crossing the finish line in first place. That's what this is all about, doing the right thing.

Racing is really a lot of fun if everyone sails by the rules.

I know this is a bit preachy, but try to overlook that and do the right thing anyway.

— LAW

THE BOOK TO HAVE: TEAM RACING FOR SAILBOATS, 2ND EDITION

The second edition of Steve Tylecote's definitive text on the art and science of team racing outdoes its earlier edition. Not only has it been updated, but both text and diagrams have been clarified. This is where we learn to do it. The Eric Twiname Trust supported the development of this book. For those to whom the Twiname name is obscure, the late Eric T. was a recognized master of the game of sailing and his books on sailboat racing in its many forms are still highly prized.

The plays, the intricacy of team racing are what fascinate. It's not just about sailing fast, although "speed kills," but it's about total control of your boat and through it, control of the other team.

To order a copy through ISSA, see the box **THESE CAN HELP** on page 7 of this newsletter.

SEND NEWS FROM YOUR DISTRICT!

Mail photos, regatta and other news or articles to:
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Fax: 860-739-4467

e-mail: lawrence_a_white@juno.com

DEADLINE FOR THE SUMMER 2002 NEWSLETTER:

JUNE 15, 2002

TIPS IF YOU FLIP

Here are a few suggestions for when you capsize developed from some observations by Brent Harrill, coach of the sailing team at University California Santa Barbara:

1. Stay with your boat when you flip. First, make sure your teammate is okay and then make sure you do not let go of your boat and don't let your crewman let go.
2. Once you are holding on to your boat, stop and take a deep breath and relax. Sure, you have capsized. Sure it is cold. But you can bring the boat up and, yes, it may take some work. But don't worry; someone is looking for you and on the way.
3. First off, if it is windy, one person should swim the bow of the boat into the wind and the other should get up on the centerboard. Once the bow is into the wind and one person is on the centerboard, the other should be ready to dive into the boat or pull himself into the boat as soon as it is upright, then pull the other person aboard.
4. Having trouble getting the mast out of the water? Make sure both jib and mainsail sheets and the vang are free to run. If need be, release the main halyard. If the bow isn't into the wind, it helps that the mast is to leeward.
5. If you cannot get up on the centerboard, use your crewmate as a ladder. One grabs the centerboard and puts his toes on the rail underwater; the other steps on his thighs or hips to pull himself over the forward or aft side of the centerboard.
6. If the boat does not immediately come up, keep trying. Crew weight of 240 pounds can bring a boat up from a capsize even if it has turtled. But you have to be persistent. It is especially important to keep working the keep the boat from turning turtle or to get the mast to the surface if it has turtled. Don't just sit on the bottom and wait for someone else to do the work. You are already wet and in the water. Do what you can to help yourselves and solve the problem.
7. Once the boat is righted and you are able to sail, catch your breath and get organized. Get back racing or if you don't feel safe or are exhausted, sail into the dock.

The key: Make sure you are having fun. If you aren't having fun or if it doesn't look like fun, go in or stay in.

GEORGE LINZEE ELECTED A DIRECTOR

The ISSA Board of Directors have elected George Linzee a Member-at-Large. The Mid-Atlantic district proposed George for nomination. Districts nominate one Director as their representative and are invited to propose additional representatives as members-at-large. George is the sailing coach at Stony Brook School on Long Island, NY.

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TO:

ODDS and ENDS

- We don't want to say school sailing will make you a world class sailor and we don't want to say you can't become one without school sailing, but have you checked the 2002 USSAILING 2001 Female Athlete of the Year? She is school sailor Paige Railey of the St. Petersburg HS team who also just happened to win the US Junior Women's Singlehanded Championship. Or how about Andrew Campbell of The Bishops School, current two-time full-rig interscholastic singlehanded champion? He's telling others how to do it in an article in the May issue of Sailing World. His advice: practice, practice, practice.
- West Marine discount coupons are still being mailed out to teams for which we have rosters. We have to put a name on each coupon, the reason why we need rosters. Team rosters can be sent to us by e-mail: Lawrence_a_white@juno.com Note: it's never too late for a roster update.
- ISSA is mailing Rules in Brief cards to all school sailors through their coaches or advisors. These should be in your hands by the time you read this. If not, the reason perhaps is that we do not have current or com-

plete information on your team.

- Look for an article on school sailing in Sailing World magazine sometime soon.

HAVE YOU SEEN NOTEWORTHY SPORTSMANSHIP?

ISSA has an important award, the Bullivant Trophy, for exemplary sportsmanship based upon nominations from school sailors, coaches, judges, race officers, or spectators. The sportsmanship may be by an individual, a skipper and crew, or a whole team, for a single incident or for on-going behavior.

If you witness what strikes you as someone acting in a commendably sportsman-like manner, briefly write up a description of what you saw and with your name and a way to contact you, send it either to your district director or to ISSA.

Championship trophies are indeed desirable, but somehow recognition for true sportsmanship may be the greatest award of all.