



NEWSLETTER

OF THE

INTERSCHOLASTIC SAILING ASSOCIATION

Founded 1930

Spring, 2001
VOLUME 9 • NO. 3

DIRECTORS CONSIDER INCREASING BAKER ENTRIES, REVISED REGATTA ROTATION

The ISSA Board of Directors met March 3rd in Newport, once the date of annual general membership meetings until they were moved to the fall last year. One item that received special attention was a proposal from MASSA that the number of entries for the Baker, heretofore set at 12, be increased if the host organization can handle such an increase. It was agreed that, although the entries have been set at 12, there was no limit other than a practical one.

The Board agreed that trying to increase the field could increase the risk that a complete series could not be completed in the two allotted days of competition. The possibility of winds too light to give a fair test was one reason cited.

The Board voted to approve a possible increase provided the host district made the proposal at least two years before the event and could give some assurance that the venue could handle an increase. A companion motion to make a similar increase apply to all the championships was defeated.

A revised schedule of championships as they are rotated among the districts was discussed and will be

sent to the districts for ratification. The current schedule through 2007 worked a hardship particularly on the districts on the two coasts, requiring travel expenses considerably greater than mid-country districts. The revised schedule attempts to make travel more equitable. The revised schedule will be available for approval by its June meeting. Similarly, the BOD hopes that revised editions of the ISSA Procedural Rules and the ISSA Race Management Guide will be approved for publication during the summer.

In other matters, the Directors heard that ISSA teams will not be participating this summer in the BSDRA regatta undergoing reorganization. They directed President White to discuss with US SAILING the dropping of an automatic bid for the ISSA champion to compete in the US SAILING national team racing regatta for the George Hinman Trophy.

The Board also had a report from Bruce McPherson, President of the Advisory Council and Chairman of the newly formed Development Committee. The Committee is currently developing a "wishlist" of projects needing funding. The Board hopes for input from districts

through their representatives on the BOD.

The next meeting of the Directors will be Saturday, June 9 at 1300 at the home of President White in Niantic, CT. Any representative of a member school or individual member is cordially invited to any meeting of the Board.

ISSA CHAMPIONSHIP ROTATION

The sites for ISSA championships rotate from district to district on a fixed schedule that permits planning well in advance of the regattas. Recently the schedule of sites was revised in order to make travel particularly across the country as equitable as possible.

The following is the rotation schedule proposed by the Board of Directors and ratified by the districts:

Regatta	2001	2002	2003	2004	2005	2006	2007	2008
Cressy	NW	MA	SE	SA	MW	PC	NE	—
Mallory	SA	PC	NE	SE	NW	MW	PC	MA
Baker	NE	MW	PC	MA	SA	NE	SE	MW



President's Message



Dear Sailors and Friends,

As we shift focus to the national championships, a reminder: we stay with the '97-'00 Racing Rules and our '97-'01 Procedural Rules until after the spring season. We sent copies to every team on our list, but if you can't locate the Procedural Rules, they're on the website. Team racing will use the Appendix D "Observer System." Packets for qualifying teams for both the Mallory and Baker regattas have been sent to District Directors. So, it's on to the Mallory at College of Charleston May 12-13 and the Baker at Tabor Academy May 26-27.

Meanwhile, local leagues and regional series are flourishing, most especially in the South Atlantic and Pacific districts. Mid-Atlantic has a lively series going. And the flagship Mass.

Bay League continues to show the way for so many others that have sprung up. The Fairfield

(CT) League now has 11 schools, up from just a dream a couple of years ago.

Memberships are still coming in as school teams active only in the spring check in. While the Mallory and Baker allocations are set for this year, any memberships which come in now will affect Cressy allocations in the fall as well as fall-back allocations for the 2002 Mallory and Baker. So, if a team is on the fence, sign 'em up to improve your district's share of the fixed field at national championships.

With the growth of ISSA we have had to revise the championship rotation schedule and that will be published shortly. For 2002 the sites are set: the Cressy (fall, 2001) at Kingston, Ontario, Canada, the Mallory in PCISA (San Francisco), and the Baker in the Midwest (site TBA). The revised schedule pays closer attention to travel costs, especially cross-country travel.

Oh, in case you missed it in the last issue, the new ISAF Advertising and Eligibility Codes don't affect us. All our events are Category A — no advertising — and all our sailors are "members" of the national authority US SAILING by virtue of ISSA's membership as a Supporting Member of US SAILING and our sailors' affiliation with their teams which belong to ISSA. We assume all our sailors qualify as amateurs.


Support from West Marine, Vanguard Sailboats, and Sail America continues, low key and ever present, as well as that of other advertisers. Please show your gratitude.

If you haven't looked in a while, check out the district websites around the country, accessible through ISSA at highschoolsailingusa.org. There's some great stuff going on. Several districts have also implemented improved communications with all their members through electronic means. While we see this as very positive, we also plan to stay with paper and mail as a parallel means.

With this issue we welcome Scott Boye of Friday Harbor, WA to the Board, replacing John Pope.

So, will the West Coast's outstanding performance at Nationals continue? Will we see any Canadians at the Cressy? Will the ice be out in Milwaukee when this newsletter reaches you?

Stay tuned, and have fun with a great spring season of sailing.


Larry White, President

INTERSCHOLASTIC SAILING ASSOCIATION, INC.

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SouthEast ISA:

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Andrew Cole, Guy Fleming, Steve Gay,

John Gervais, Betty Minson, and Jim Terkelsen

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ISSA Website: <http://www.highschoolsailingusa.org>

REPORTS from THE DISTRICTS

MWISA

The spring sailing season is underway in the Midwest district. The first event is the Chicago YC's annual Icebreaker Regatta April 14. The Baker qualifier will be held April 21-22 (Note: this is a change from previously announced dates) at the Lake Forest Sailing Center and the Mallory qualifier is scheduled for April 28-29 co-hosted by Columbia YC and Chicago YC at Monroe Harbor.

The St. Joseph's HS sailing team and the St. Joseph's Foundation are holding a BYOB Laser/Laser radial regatta May 12 at Lake Paw Paw in Michigan. Check the district website www.missa.net for the Notice of Race.

District membership in early April was 26 schools. Slower than expected growth plus schools delaying to pay their dues until the spring season combine to possibly reduce the district allocations for ISSA championships. One possible solution is to allow only those schools that have paid their dues by the December 31, 2001 deadline to be eligible to qualify for the 2002 national events. The district officers are looking for feedback. E-mail Chris Mitchell at mitchell@chicagoyachtclub.org or Ray Teborek at RJT@WmBlair.com

MWISA has already scheduled its Cressy-qualifying regatta at Wayzata YC, Lake Minnetonka, MN September 29-30. Save the dates.

In an effort to increase the involvement of schools themselves in supporting their sailing teams, MWISA is planning a unique and innovative event in conjunction with its district championship/Mallory-qualifying regatta. The district is urging team members to invite school moderators, athletic directors, and/or potential faculty supporters - any school staff members who might be interested - to watch the regatta and then to a reception hosted by the Chicago YC on Saturday, April 28 at 2:00 PM. If team members would like someone from their school to receive an invitation, e-mail the name and address to Chris at mitchell@chicagoyachtclub.org

NESSA

One of the issues discussed by the representatives of 41 member schools attended the annual district meeting last fall was a request for status of a "conglomerate/regional team" consisting of 23 sailors from six schools plus home-schooled. Those discussing the issue agreed that building interest in schools and communities is worthwhile and allowing such regional teams is one way to accomplish this. At the same time, to preserve the sanctity of district events such regional teams would not be eligible. The issue will be reviewed annually by the district.

Kevin Baker has been busy organizing such a "consortium" among five schools in Fairfield (CT) County. The five would sail out of Cedar Point YC. The addition of Cedar Point YC brings to five the number of local yacht clubs supporting the school teams in the continually expanding Fairfield County League.

At the meeting the membership voted to abolish the

concept of an all-district team. Several years ago ISSA encouraged NESSA to develop its concept of an all-NESSA team. Such a honor is beneficial to sailors applying to college. On the downside NESSA seems too large and complex to allow the needed race records and familiarity that would assure equitable nominations.

The NESSA fleet championship for the O'Day Trophy and qualification for the Mallory championship will be at Bristol YC April 22 and the team racing championship for the Mark Trophy is May 19-20 at Tabor Academy, site of the 2001 Baker Trophy regatta.

A change in the spring schedule: the Connecticut High School Championship will be a one-day event Sunday, May 20.

NWISA

District coaches met in late January to set up a spring schedule and sort out some issues. After the Kickoff Regatta March 17 at Oak Harbor, there will be a team racing tune-up clinic at Poulsbo April 21-22 and the district doublehanded championship/Mallory qualifier April 28-29 at Anacortes (Contact: Carolyn Hawkin at frogs4dogs@sos.net or 360-293-8223. The NWISA team racing championship/Baker qualifier is at Friday Harbor May 5-6 (Contact: Scott Boye at fhsailcoach@hotmail.com or 360-378-8548.

The Singlehanded District Championship/SOCKS

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regatta will be at Shilshole Bay Marina Mar 19-20. Plans are that only sailors who will be eligible for the Cressy regatta next fall will be eligible for the high school class at SOCKS but this may change based on later discussion.

Under new business Marilyn Grindrod will be handling mailing registration forms to schools for district membership. The district has also received copies of proposed by-laws which coaches will vote on during the Kickoff Regatta.

Scott Boye, the new NWISA representative to the ISSA BOD, reports that The Sailing Foundation has pledged to provide airline tickets for the NWISA sailors competing in the Mallory and Baker championships. This is a most welcome offer since it frees up coaches to coach sailing and not worry about raising travel funds.

At the Kickoff Regatta 90 school sailors from seven schools participated in the unscored, informal event that let the sailors sail in any of four different designs, either singlehanded in a Laser or doublehanded in a Lido, FJ, or Vanguard 15. Members of the Crescent Harbor Sailing Club plus employees of the Crescent Harbor Marina prepared the boats and members of the Whidbey Island Naval Sailing Association set a two-

mile course that took the sailors into the offshore swells and into the teeth of a chilly 15-18 knot wind. The event should do much to generate interest in the area.

MASSA

At its annual district meeting in late February MASSA awarded Pt. Pleasant Boro HS its championship plaque for last year's overall district championship and St. Mary's HS of Annapolis the award as the fall season champion.

The attending representatives also voted to let the points earned in local regattas be included toward the district championship and allocations for national championship regattas. After much discussion the motion was accepted provided the local regatta is an "open regatta" to which all district teams are eligible and not just local teams. Another motion passed in which the district will designate one weekend a season to be devoted to local regattas.

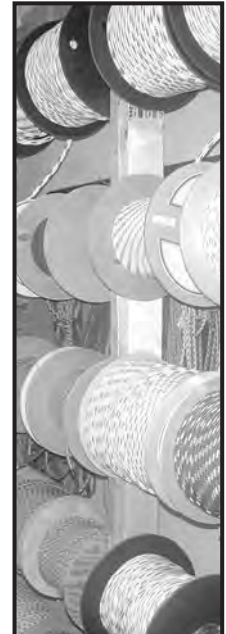
The meeting re-elected Bill Schneider District Director and MASSA representative to the ISSA Board of Directors for 2001-2002 and elected Andrew Cole as MASSA Assistant Director. He is also currently an ISSA Director.

Those attending also voted to recommend to ISSA that the number of entries for the Baker regatta be increased from the usual 12 if the host organization

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REPORTS from THE DISTRICTS

can handle the additional teams.

At the Annapolis YC Spring High School Regatta March 24 St. Mary's HS, led by overall low-point crew of Jose Fuentes/Adam Owings and Brendan Healy topped the 16 boat fleet. The Southern (NJ) Regional HS crew of Spencer Weber/Darren Maukoski led A Division, helping their school finish second. Third was Severn HS and Annapolis Area Christian School was fourth. Each division sailed eight races in shifty, puffy winds of 8-18.

SAISA

Busy preparing to host the 2001 Mallory doublehanded fleet championship May 11-13, SAISA is also in the midst of determining its own champions and representatives to the Mallory. The district championship regatta is April 21-22 at the site of the national championship, College of Charleston. The eight schools from the southern area eligible for the district championship are, in the order of their standings, Lakewood HS, St. Petersburg HS, CS of Naples, American Heritage School, Martin County HS, Ransom Everglades School, Naples HS, and Lincoln Park HS. From SAISA North are the following: Academic Magnet HS, Pinewood Prep, James Island HS, The Bolles School, Ashley Hall School, Porter-Gaud School, Wando HS and North Mecklenburg HS.

PCISA

With four regattas counting for 30 percent over and only the district championship regatta remaining 11, and perhaps 14 West Coast teams still have a reasonable shot at the five allocated berths to the Mallory regatta. University of San Diego HS, Coronado HS, and Santa Barbara HS are atop the list of 43 schools that have sailed at least one regatta. After the top three the point totals become more of a logjam with Woodrow Wilson HS, Newport Harbor HS, Marin Catholic HS, Pt. Loma HS, and Bishops School leading the battle for the remaining two berths.

Coronado HS made it two wins in a row when it won the Cardinal Invitational Regatta at Stanford U. February 24-25. The victory gave Coronado two wins and a fourth in scoring events and a DNC in the Gaucho as its allotted throw-out. Trailing Coronado at the Cardinal was The Bishops School in second and Coronado's toughest rival for the top spot, University of San Diego HS, in third. In what seems an off year the perennially strong Newport Harbor HS was fourth, its best showing in the current series.

A month later at the Gaucho Regatta at Santa Barbara YC hosted by UC Santa Barbara the U. of San Diego HS team took over first place in the standings winning by a decisive margin. Its A Division crew of Bryan Lake/Cassy Harris had only one first place but no finish lower than fourth in the 10 races in easily becoming the overall low-point crew. The B Division crew of Tanner Marsh/Zack Brown was low point for their division, indicative of the command their team had of the regatta. With two regatta firsts and two thirds, one its

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NEEDED: NOMINEES FOR SPORTSMANSHIP

ISSA strongly encourages exemplary sportsmanship: concern and respect for others, graciousness winning or losing, teamwork, contribution to the sport. Because we feel so strongly about sportsmanship, ISSA has the Bullivant Bowl, awarded for noteworthy sportsmanship to an individual, a crew or a team involved in school sailing. It is not awarded annually nor is it awarded casually.

Each year ISSA seeks nominations for the Bullivant Bowl from school sailors, coaches and advisors, race and protest committee members, and even those who are spectators to school sailing.

If you see or hear of a single act or of ongoing behavior that you think exemplifies good sportsmanship, please tell us about it through a coach, district official or directly to us. Briefly describe what you think makes your nominee's actions a worthy example of sportsmanship and be sure to include your name and how we may contact you. The deadline is the end of the school sailing season in the spring.

Join ISSA in recognizing that sailing is a sport that thrives on the best qualities of human behavior and help to call attention to those who demonstrate those qualities.



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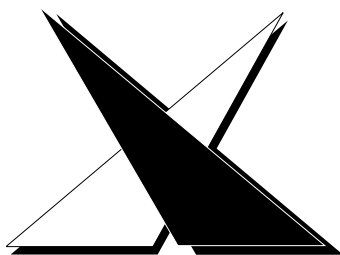
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throwout, San Diego is atop the standings by a single point over Coronado HS and Santa Barbara HS

Santa Barbara HS firmed up its hold on third place in the standings with a second in the Gaucho and Woodrow Wilson HS moved to the head of the rest in the standings with a third. Both days a moderate breeze faded as the day wore on.

Twenty schools competed in the Gold Fleet in both regattas and 22 teams including some JV crews sailed in the Cardinal Silver Fleet and 27 in the Gaucho Silver. Aptos HS led the Silver Fleet in the Cardinal followed by Mater Dei HS in second and Monte Vista Christian School in third. At the Gaucho the Pt. Loma HS JV was the winner in the Silver ahead of Marin Academy in second and Newport Harbor HS JV third.

The PCISA championship that counts 70 percent toward the district championship is at Coronado YC April 21-22. The district team racing championship is at

San Francisco YC April 28-29. PCISA has three allotted entries in the Baker regatta for the national team racing championship.

In other PCISA matters, there has been discussion of adding another regatta in Monterey on October to the current four preceding the PCISA championship regatta and counting toward the championship. After one throw-out each of these regattas currently counts 10 percent toward the district championship. With a fifth regatta the series would still count 30 percent with the final championship regatta continuing to count 70 percent.

SEND NEWS FROM YOUR DISTRICT!

Mail photos, regatta and other news or articles to:

ISSA, PO Box 397, Niantic, CT 06357-0397

Fax: 860-739-4467

E-Mail: lawrence_a_white@juno.com

ALLOCATIONS FOR 2001 CHAMPIONSHIPS SET

The final district allocations for berths in the 2001 Mallory and Baker National Championship Regattas have been set and the preliminary allocations for the 2002 Cressy are available. These final allocations for the 2001 Mallory doublehanded fleet championship and the Baker team racing championship were made based on year-end dues received from the member schools in each district. The final allocations for the 2002 Cressy singlehanded championship will be made at the end of this school year based on district membership totals.

Allocations are made on the basis of the school membership of each district either for the past year or the current year, whichever is higher and determining what proportion of that membership is of the total membership of all the districts. This year SAISA in particular has benefited from a surge that increased its allocations.

Member District	FINAL ALLOCATIONS		PRELIMINARY ALLOCATIONS	
	Mallory	Baker	Cressy Radial	Cressy Full
New England SSA	5	3	4	4
Mid-Atlantic SSA	3	1	2	2
South Atlantic ISA	3	2	2	2
Mid-West ISA	2	1	2	2
Southeast ISA	1	1	1	1
Northwest ISA	1	1	1	1
Pacific ISA	5	3	4	4

Cressy aspirants elect which rig they will use for the entire series from eliminations to finals. The 2001 Mallory Regatta is at College of Charleston Sailing Center, Mt. Pleasant, SC, May 11-13. The 2001 Baker Regatta is at Tabor Academy, Marion, MA, May 26-27. The 2002 Cressy Regatta is at Kingston, Ont., Canada October 13-14, 2001.

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2001 ISSA NATIONAL CHAMPIONSHIPS

National Fleet Racing Championship for THE MALLORY TROPHY

May 11-13, 2001 at College of Charleston Sailing Center, Mt. Pleasant, SC Host: district: SAISA

Twenty schools with two doublehanded crews racing in two divisions. Participants determined by district per allocations. Contact: Event Chairman John Gervais at 843-556-4226.

SAILING IN CHARLESTON HARBOR IN MAY

The sailing conditions in Charleston for the 2001 Mallory regatta in mid May are about as good as it gets. The water temperature is still relatively cool (60's to low 70's) and the air temperature is getting hot. Daytime highs can easily reach mid to upper 80's. The result is a very strong sea breeze-generating machine on a daily basis, absent of any outside influences (i.e. frontal systems).

Without any frontal systems influencing the normal weather pattern, you will typically see a very light early morning land breeze from the west ranging from 0 to maybe 6-8 mph. The morning land breeze will quickly die out and by midday the sea breeze will start filling in. Once the sea breeze starts filling in, it usually doesn't take more than an hour for it to reach full strength of 12-15 mph. The early season sea breeze has a more westerly influence and results in the wind direction being S-SW.

Current is always a factor in Charleston Harbor. We will try to minimize the effect by sailing in an area which does not cross any of the major channels. We will be sailing at the base of the Cooper River Bridge on the Mt. Pleasant shore side and to the south. The area will be adjacent to the Yorktown aircraft carrier museum, between the bridge and the Charleston Harbor Marina. Our average tidal drop is 5.8 to 6 feet, creating a rather strong flow from high to low tide. However, for the week-end of the Mallory the total tidal differential is only expected to be around 4.5 feet. This will reduce the tidal flow rate significantly from normal.

Observation of the racing will be from the outer docks at the Charleston Harbor Marina, which is also where division changes will be made, and from the aircraft carrier Yorktown flightdeck, which will be really good for taking pictures.

— John Gervais, Event Chairman

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Chart reprint courtesy of www.Maptech.com

Racing Area in CHARLESTON, SC HARBOR

National Team Racing Championship for THE BAKER TROPHY

May 25-27 at Tabor Academy, Marion, MA
Host district: NESSA

Twelve school teams consisting of three doublehanded crews racing as a team. Participating teams determined by districts per allocations. Contact: Regatta Chairman Rob Hurd at 508-748-2955.

BUZZARDS BAY FOR THE BAKER REGATTA

The 2001 Baker team racing championship hosted by NESSA and Tabor Academy will be sailed in Sippican Harbor off Marion at the north end of Buzzards Bay. Tabor is on the western side of the inner harbor. The racing will be in the outer harbor south of Ram Island. The inner harbor is obstructed by numerous moorings and, by late May, moored yachts. By contrast the outer harbor is virtually unobstructed.

Typically in May in fair weather a light morning breeze becomes a sou'wester by late morning and may reach 16-18 knots by mid-afternoon. The transition is apt to be abrupt with only a short-lived easterly preced-

2001 ISSA CHAMPIONSHIPS

ing the arrival of the southerly. A sou'westerly is a sea breeze generated as the air over land heats and rises, and the cooler air over the water rushes in to replace it. There is enough protection in the northern part of the harbor that the water will remain reasonably flat even if the southwest wind is robust. However, farther out toward the open water of Buzzards Bay it is apt to be quite sloppy. In late May the water temperature remains chilly, in the low 60's, and even when the temperature inland gets into the 80's, the air over the water will remain cool.

Any breeze from the north and west is likely to be light to moderate and shifty. Any lasting wind from east bodes bad weather sooner or later.

The average tide rise in Sippican Harbor is about four feet, but within the harbor it does not flow strongly enough in and out of the harbor to be a crucial factor. Better still, during the two days of the Baker regatta high tide is about noontime, making current and water depth even less an issue.

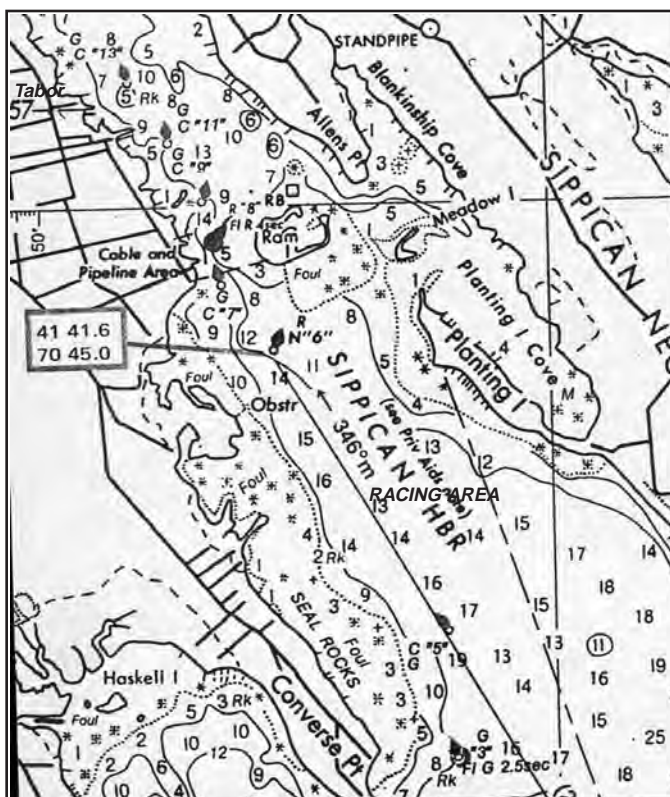


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Racing Area in MARION, MA

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FOR THE MALLORY AND BAKER REGATTAS,
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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.

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

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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 notifying 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.

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BOAT ROTATION: TO SWAP OR NOT

Recently on the West Coast and elsewhere the question has arisen: why not do away with boat rotation during regattas? The argument is that in the matched fleets such as are now commonly found in schools and colleges and in which many interscholastic regattas are sailed, the boats are nearly identical, particularly if they are fitted with matched suits of sails. Those proposing eliminating rotation cite the time lost and the increased likelihood of damage when the boats are brought into dock between races.

The PCISA website has provision for publishing a dialogue. The following is one reaction to those arguments.

It is not by accident that both the Collegiate and High School Procedural Rules require the rotation of boats at their events. Both college and high school sailing have matured greatly during the last 20 plus years, now holding literally hundreds of regattas each year around the country. Some of the nation's brightest and most knowledgeable sailors as well as most experienced coaches and regatta organizers regularly review these procedural rules for improvements. Without hesitation there has been no move to eliminate rotation from the requirements. Why?

Differences in equipment do exist, some more by perception and some actual. Whether seeming or real, both cases provide equal incentive to rotate. Even a complete fleet at the Naval Academy can have dam-

aged gaskets, rigs out of tune, centerboards or rudder concerns, etc. College and high school sailing are all about eliminating the "equipment factor" and focusing on the competitors. Removing "excuses" can be as important to a teenager's maturity as a competitor as any other factor.

As the administrator and chief fundraiser for an organization that just purchased a new fleet of boats I will quickly agree that I am not thrilled with what I am seeing at these regattas as it relates to the care of other people's equipment. And I agree that we need to do something about that!

However, high school sailing is also mostly about education. Are we solving our problem through teaching by eliminating the fact that it is "other people's equipment." Learning to prepare, respect and care for equipment is an important lesson and learning to do so in the context of rotated boats is even more important. Many of these kids have been taught to respect their own "hard earned" assets but somewhere the lessons didn't make it to having the same concern for community property. This is not human nature; this is learned

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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

ASA CERTIFIED INSTRUCTORS WANTED at Camp Kiniya on Lake Champlain (140 girls, co-ed staff of 60) Experience in c420s, Lasers, etc. Room, board, and excellent salary. Eight weeks to begin June 15. Contact: 802-893-7849 or e-mail Kiniya@webtv.net

WANTED: USED LASER SPARS, SAIL, AND BLADES for use on "cruising Laser." Cost more important than condition. Wear, tear, and repairable damage okay. Will pick-up anyplace between DC and Boston. Contact green.end@home.com

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CHANGE SERVICE REQUESTED

TO:

BOAT ROTATION: TO SWAP OR NOT

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behavior.

To do as suggested would have the majority of our PCISA sailors never compete in a real high school regatta since much less than half our teams ever go on to the district championship (22 out of 75).

As a coach I can assure you that it does take a great deal of training to skillfully move from boat to boat, re-tune, check for possible breakdowns, deal with equipment issues "on-the-spot" and generally be a great high school or college sailor. These skills are with you for life! (As would be the continuous respect for all equipment!)

Our PCISA series is about educating kids about life using sport (and all that comes with it) as the tool. High school sailing has evolved nicely with careful stewarding from many who care. Let's not change the sport, potentially negatively, because we have failed to prepare our kids properly for the challenges it provides. Let's put systems in place to improve education and the respect for the equipment. Let's work hard at home, at practice, at school and everywhere we can to teach individual and group responsibility. Maybe, just maybe this will have a positive effect beyond HS sailing in our kids and our communities.

— Mike Segerblom

*Executive Director, US Sailing Center
and Head Coach, USC Varsity Sailing Team*

ODDS and ENDS

- West Marine continues to support school sailing through new school grants and Port Supply discount cards. Don't forget to say, "Thank you," and send in team pictures to:

Susan Altmann, Senior Mgr, Donations & Sponsorships
West Marine • 500 Westridge Drive
Watsonville, CA 95076-2700

And please send a copy to ISSA as well.

- The ISSA Procedural Rules are undergoing revision for re-publication in the fall. If you have any suggestions for changes or comments, aim them at Roy Williams, <Roy_Williams_-_fac@stgeorges.edu

- In the not-too-distant future look for some Canadian schools to apply for membership particularly in MWISA and NWISA districts. Someday, there may be a CISSA.

- The 13th Advanced Racing Clinic sponsored by the Oyster Bay Sailing Foundation will be held Memorial Day weekend May 26-28 at the US Merchant Marine Academy, Kings Point. The clinic involves both one-the-water drills and coaching plus and lectures and presentations on high performance sailing all overseen by top-level coaches. Boats are available for charter or you may bring your own. Housing is available. For further details contact Susie Trotman at 516-367-3238 or STrotman@compuserve.com