



# NEWSLETTER

OF THE

## INTERSCHOLASTIC SAILING ASSOCIATION

Founded 1930

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### ***AGENDA AT SPRING MEETING REFLECTS ISSA DEVELOPMENT***

Plainly the steady development of school sailing both in size and complexity was the central theme of the annual spring meeting of members March 1 in Newport, RI. Those attending, which included representatives of five of the seven ISSA Districts, spent much of the meeting discussing issues directly related to the extent ISSA has grown in recent years.

The members approved a motion to create the post of Executive Vice President, a position appointed by the Board of Directors and intended to reduce the day-to-day workload of the President and allow him more opportunity to develop policy and promote school sailing. The members saw the position as an appropriate evolution in the organization of ISSA that has grown in the last 10 years from less than 100 member schools to nearly 400. Appointment of the Executive Vice President awaits the next meeting of the Board.

Further reflecting the widespread increase in school sailing, the members approved a motion to require each district to be represented at meetings of ISSA members. The presence of representatives familiar with the goings-on in their districts and able to speak about how actions taken by the members would affect their districts has proven to be most worthwhile. With the annual meeting of members now rotating among the districts, both input and representation have improved significantly. The vote by the members endorses this support by assuring districts have representation.

The members then voted to accept an invitation from PCISA that the 2003 annual meeting be held in Newport Beach, California, September 27.

A committee was appointed to explore an on-line system of uniform registration of school teams including team rosters. Such a system is already in place in PCISA, and the members felt that such a system adopted nationwide would reduce the current complexity, delay, and inaccuracies of submitting individual rosters.

The members discussed at some length the format for the national championships including increasing the number of berths for the Mallory and inviting foreign entries possibly for the Baker. They then voted to make no changes.

On a related issue, the members considered the current conflict between the ISAF restrictions on propulsion and the widespread ignoring of those restrictions in college sailing. The members' decision was to resist any move to approve kinetics and continue to promote the ISAF restrictions. Therefore, the use of the yellow flag by on-the-water judges to warn of infractions as they occur will continue to be a part of ISSA national championships. The members also voted to continue requiring red flags be flown to indicate protests.

Although the standing issues of strategic planning and development were tabled after being entrusted to Vice President Tim Hogan, the members did consider the matter of partnerships, corporate and/or club memberships, and donations. The consensus was that ISSA's present partnerships with Vanguard, West Marine, Sail America, and Gill North America are working superbly. However, the members agreed that ISSA should more actively develop other types of memberships, especially those that will foster local involvement in school sailing programs as well as provide income to districts and leagues.



## President's Message



Dear Sailors and Friends,

"It's spring again, and birds on the wing again, start to sing again, that old melody." If you remember this song, you may be a bit long in the tooth to be a school sailor, but you could be a vital member of the team that makes it happen. It is spring again, and the Nationals are coming up. Districts are holding their open and league regattas, and district eliminations and championships, which select the finalists for Nationals, are underway. Good fun and good luck to all. The Mallory is at Dartmouth College with a fall -back in Newport if the ice is not out. The Baker is in San Diego/Mission Bay — no ice there!

In line with the new ISAF initiative to control kinetics, we will continue the use of "yellow-flagging" at all our national regattas. We tried this at the Cressy last fall at Houston and it was most successful. This keeps sailing within the bounds of the rules and, during what we hope is a brief transition, reminds sailors of what those bounds are. So, at all Nationals we'll use RRS Appendix N - Immediate Penalties for Breaking Rule 42. And in the same vein, please review the Racing Rules of Sailing - Basic Principle and Part 1 Fundamental Rules, all but especially RRS 2 - Fair Sailing and RRS 3 - Acceptance of the Rules.

At the US Sailing Spring Meeting in Cincinnati Henry Maxwell of The Williams School (NESSA) was presented with the Van Alan Clark Sportsmanship Trophy, at the climax of the Awards Dinner. USSA President Dave Rosekrans made the award, and Henry received a standing ovation. Selection for this award is made from nominations nationwide for sailors of all ages — a great honor for Henry and his team, his coach and school, for NESSA and for all of us. The last time school sailing was so honored was several years ago when the entire Newport Harbor HS Sailing Team (PCISA) received this special recognition.

Our Baker winners will go overseas again, two teams this time. Recall that last year Milton (NESSA) won the BSDRA Teams Championship and drew high praise from international umpires. We have sent teams overseas for many years and have not been able to return the invitations, but perhaps now we can. The US Sailing Foundation, which also helps with our overseas travel costs, has granted us some seed money to set up an international schools team racing regatta. We're looking at something during the winter break.

School sailing is about participation, and that continues to grow at an amazing rate. Memberships are up, already well ahead of last year. More fun for more sailors.

And our steadfast partners are with us all the way — please remember them and their contributions:

- West Marine with the new team grants- \$25,000 per year
- Vanguard Sailboats with supplied boats for Nationals, grants to ISSA and fleet discounts
- Sail America with special support for ISSA - Yearbook and Newsletters
- Gill/NA with a discount equipment program for school teams

Have a great season; have a grand year.

Larry White, President

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

# HENRY MAXWELL, JR. RECEIVES NATIONAL SPORTSMANSHIP AWARD

Portsmouth, R.I. – US Sailing has named Henry Maxwell, Jr. of The Williams School winner of the W. Van Alan Clark, Jr. National Sportsmanship Trophy. Maxwell was presented with the award on March 15 at US Sailing's annual spring meeting in Cincinnati, Ohio.

During the New England School Sailing Association (NESSA) Team Racing

Championship in May 2002, Henry Maxwell demonstrated exceptional character and dedication to the success of the sport of sailing. Maxwell sailed with his team from the Williams School, at that time the defending champions of the event. The Williams School was in a very close race against Tabor Academy that would determine whether The Williams School would be one of the teams to represent New England at the Interscholastic Sailing Association (ISSA) Team Racing Nationals.

Although the Williams School won the race on the water, the judges lodged a protest against Maxwell, who had entered another protest himself. After Maxwell realized he had indeed committed a foul and that his own protest was inappropriate, he retracted his protest and withdrew from the race. As a result of this decision, the Williams School lost the race and its chance to compete in the Nationals.

"He is a true role model," said US Sailing president Dave Rosekrans. "He is an American sailor who best exemplifies the ideals and traditions of good sportsmanship."

Maxwell has received several awards for this act of sportsmanship. He received the NESSA Leslie Trophy for Sportsmanship, as well as ISSA's Bullivant Trophy, which has only been awarded 13 times since its Inception in 1964.

"Henry's actions reflect credit on his coach and on his teammates who supported his decision," said ISSA president Larry White, who nominated Maxwell for US Sailing's trophy. "He acted in the best traditions of school sailing."

Sportsmanship is difficult to define but easily recognizable. The high standards exemplified by the true sportsperson are vital to the health of sailing, which is why each year US Sailing honors nominees for the prestigious W. Van Alan Clark, Jr. Trophy. This award honors those people who are outstanding examples of dedication and graciousness in the sport of sailing, and for sharing these talents with others. Nominees include sailors who have performed a single exemplary act or who have consistently exemplified the finest tradition of the sport both on and off the water, through instruction and encouragement of others.

More information about the W. Van Alan Clark, Jr. National Sportsmanship Trophy can be found on US Sailing's website at [www.ussailing.org/sportsmanship](http://www.ussailing.org/sportsmanship).



Henry Maxwell receives the W. Van Alan Clark, Jr. National Sportsmanship Trophy from US Sailing President Dave Rosekrans

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ISSA offers plenty of material to help organize a sailing team, drum up support, improve competitiveness, run a regatta, etc.

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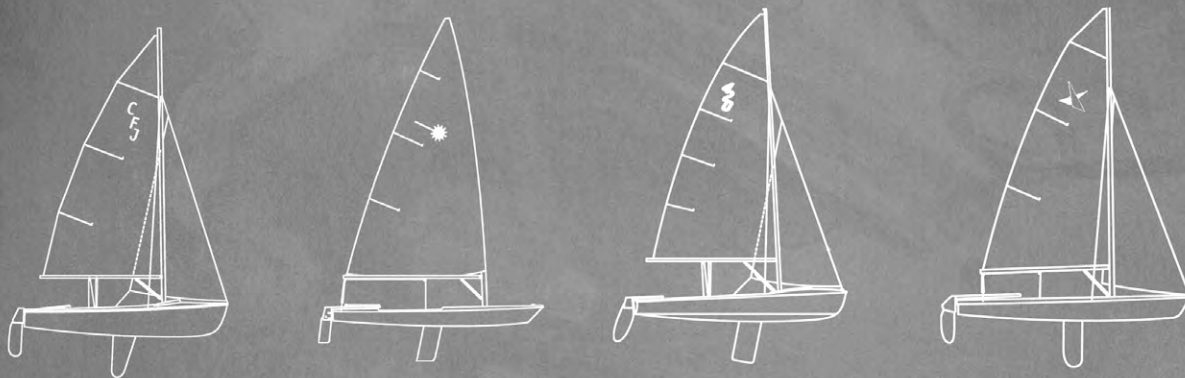
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# REPORTS from THE DISTRICTS

## MWISA

With 40 schools registered, the Midwest ISA is headed into its busiest spring yet. Sailing is underway in the Chicago area at Columbia YC, Chicago YC, Sheridan Shore YC, and Lake Forest Sailing Center. In all, 12 teams run their practices at those locales. In Minnesota ice has impeded the season's start, but Wisconsin has begun at its traditional sites of Madison, Milwaukee and Lake Geneva. Jeff Doubek, Program Director for Geneva Lake Sailing School, has purchased six 420s and hopes to recruit six high school teams in his area. Pewaukee is beginning its regional high school sailing center soon. Michigan's western shore is active with Macatawa Bay YC hosting three teams and the St. Joseph Sailing Center hosting one. And Grosse Pointe YC is under way with its program involving two teams.

MWISA was given the opportunity to present at the winter Inland Lakes YA meeting. The presentation went well with many questions and ideas. The outlook is good for some new schools.

With all this activity, can regattas be far behind? No! Leading the schedule off is Chicago Yacht Club's Icebreaker Regatta scheduled for Saturday, April 12 at the Belmont Station. As many as 18 teams are expected. The Icebreaker is the tune-up for the Mallory Qualifier being hosted by the Lake Minnetonka Sailing School in Minnesota on April 26 and 27. The NORs for both are posted at [www.missa.net](http://www.missa.net). Grosse Pointe YC has signed on to run the Baker Qualifier on May 3 and 4.

New this year is the Silver Championship. This event will allow those who were unable to compete in the Mallory Qualifier or who did not advance to test their skills against their peers. Chicago YC, Belmont Harbor, has agreed to host this inaugural regatta on May 10 and 11.

This year, in the evening following the first day of racing during the Mallory Qualifier, the annual district meeting will be held and issues concerning member schools are on the agenda, plus election of district and the future direction of the district.

In all, an active spring is just under way. With ever warmer temperatures activity only will increase.

## SAISA

The seventh regatta for the combined north and south SAISA regions was held March 22-23 at Florida YC. Lakewood HS of St. Petersburg emerged the overall winner with Ransom-Everglades School second and St. Petersburg HS third.

Thirteen teams from 14 schools, six from the south and seven from the north sailed the 20-race regatta. On Saturday the winds were shifty and puffy. By mid afternoon and four races in each division completed, the standings were very tight, with a three-way tie between Martin County HS, Ransom Everglades, and St. Petersburg HS with Lakewood HS in fourth place three points down. The teams packed the dock and observation deck and capped the day with a cook out at the fleet center

*Continued on Page 6*



### WAYNE CUTLER DEVELOPS TENNESSEE SCHOOL SAILING

Wayne Cutler, history professor and active with the sailing team at U of Tennessee and Commodore of the Concord YC, has been in the forefront of organizing a Tennessee high school sailing organization. Four U of Tennessee Level 1 certified

instructors provide assistance in training and coaching 38 school sailors two afternoons a week.

Wayne himself is a sailor — skippering a Tartan 3000 and a Thistle in club racing, racing with his brother on a Beneteau 461 offshore in the Gulf of Mexico, and charter cruising.

At the ISSA spring meeting of members Wayne was elected to the Board of Directors as a member-at-large.

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# REPORTS from THE DISTRICTS

Continued from Page 5

Sunday opened with clouds and light rain with a light wind of 4-8 knots. With four first places in the last six races, Lakewood High was able to surge ahead before racing was halted following a final three rotations due to lack of wind. Awards followed.

Henry Mullen was Regatta Chairman; Rick Preston, PRO; May Wong, Chief Judge; and Lee Smith, scorer.

With the sailing of the seventh qualifying regatta the final entries for the district championship are set. Representing the northern area are the top scoring Academic Magnet HS followed by Porter-Gaud School, Bolles School, Wando HS, and Ashley Hall School. From the southern region are top scoring Ransom Everglades School, then Community School of Naples, Lincoln Park Academy, St. Petersburg HS, H.B. Plant HS, and Martin County HS. At-large entries are Brunswick (GA) HS, First Baptist Church School, Webb School of Knoxville (TN), and Sarasota Military Academy.

The district fleet championship will be sailed April 12-13 at College of Charleston.

The SAISA team racing championship will be held April 24-25 at Ransom Everglades School in Coconut Grove.

## NWISA

The NWISA spring schedule is as follows: Kick-Off Regatta at Sail Sandpoint in late March; a district-wide

team racing regatta at Poulsbo April 12-13; the NWISA district doublehanded championship (including a JV start) at Friday Harbor April 26-27; the NWISA team racing championship at Bainbridge Island (Eagle Harbor) May 3-4.

For the Fall 2003 the NWISA singlehanded qualifier for the Cressy regatta will be at Anacortes September 20-21 and Orcas will host a clinic October 11-12.

## NESSA

The qualifying regattas for the NESSA doublehanded championship for the George O'Day Trophy will be held at Noroton YC, New Bedford YC, Bristol YC, Brewster Academy, and Community Boating Saturday April 26. Qualifiers will race Sunday April 27 at The Hotchkiss School for the O'Day Trophy and the NESSA berths in the 2003 Mallory national championship.

The Fritz Mark Trophy regatta for the NESSA team racing championship will be sailed May 17-18 in Collegiate FJs at the University of Rhode Island. Entrants will be determined by resumes.

The NESSA Woman's Fleet Racing Open Regatta will be held Saturday May 10 in 420s at Community Boating in Boston in 420s. Twelve slots are open and registration is first come, first served.

Other scheduled NESSA regattas this spring include a JV fleet invitational at Tabor April 26. In May there is a BYOB singlehanded invitational hosted by the Hingham (MS) HS sailing team May 3. On May 4 are the Connecticut State Championship at USCG and the Casco Bay (ME) Bash fleet racing at Portland Yacht Services hosted by Casco Bay HS. The Bash is open to full teams, regional teams, and 8th graders. The Tabor Co-ed Fleet invitational with female skippers in A division, male in B is May 10, the Downeast Fleet Racing Championship is May 17-18 at Maine Maritime Academy, and the Massachusetts State Championship is scheduled for May 22-23 in Tech dinghies.

The Fairfield County (CT) Sailing League reports that "at long last school sailing returns to its birthplace" as Greenwich Academy and The Brunswick School, two members of the League with well developed sailing teams, begin sailing out of Indian Harbor YC in Greenwich. In 1930 Clifford D. Mallory, Commodore of Indian Harbor YC, donated the Mallory Trophy, now emblematic of the ISSA national fleet championship, and the first interscholastic regatta was held in Atlantic Class sloops. Susan Bonney and Ellen Quin will coach both teams this spring.

The League and NESSA welcome Joel Barlow HS with sailors from Easton and Redding, CT. The new sailing club was formed by Laura Clark and Rebecca Dellenbaugh with lots of help from Pam Goodpaster, AD. Dave Dellenbaugh has offered coaching expertise. The team will sail out of Pequot YC.

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## MASSA

The Virginia Interscholastic Sailing Association (VISA), a MASSA league of teams in lower Chesapeake Bay, continues to grow. Its moving force, Randy Stokes, reports that VISA had 11 "varsity" teams from 16 schools sailing in eight regattas plus five JV regattas last year. This spring VISA expects 12 teams from 16 schools to be competing.

VISA will be hosting the district team racing championship and qualifier for the national Baker Trophy regatta. Plans are to precede the district championship with an open team racing regatta that permits composite teams, followed by the championship for which the top ISSA qualified teams are eligible.

## PCISA

The five "10%" regattas have been sailed, leaving only the PCISA district championship (PCC) to determine the final standings and PCISA berths to the Mallory national championship. The three best scores from the five regattas count 30% of the final score when combined with the placing in the district championship that counts 70%. The championship for the Bill Wakeman Trophy will be sailed April 26-27 at San Francisco YC. Twenty two teams with two from Hawaii will compete in the Gold Fleet.

In all 59 teams have thus far competed in one of more of the regattas. Perennial PCISA powerhouses Pt. Loma HS, Newport Harbor HS, Corona del Mar HS, University of San Diego HS, and The Bishop's School, along with increasingly successful Marin Catholic HS and Palisades Charter School have the top seven places going into the PCC. Five teams will represent PCISA in the national championship for which PCISA is host at Mission Bay.

The fourth 10% regatta, the Cardinal Regatta, was sailed February 22-23 and became a victim of light winds. The 26 teams competing in the Gold Fleet managed to get in four pairs of races on Saturday in light airs, but were totally becalmed on Sunday. Corona del Mar HS took first; Newport Harbor HS, second, and the Corona del Mar JV, third, with Palisades Charter School finishing fourth but being scored as third. Sailing for winning Corona del Mar were Adriene Patterson, Camilla Moshayed, Chuck Ullman, Britany Sitzer and Phil Stemler.

The Gaucho Regatta March 29-30 at Santa Barbara had much better winds that let the 23 teams in the Gold Fleet complete 12 races in each division. On both days the wind was northwest, 5-10 knots on Saturday and a bit higher on Sunday with small oscillations both days. Pt. Loma HS started with a first place in the first race and led the rest of the regatta, easily beating Newport Harbor HS in second, Palisades Charter School in third, and University of San Diego HS fourth.

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# WHOSE RULES? COLLEGES, SCHOOLS, INTERNATIONAL NEED TO GET ON SAME PAGE

*An intense debate is underway between proponents of unrestricted kinetics, mostly by present and past collegiate sailors, and supporters of conformity to ISAF restrictions. The following, based on an article by Mark Kastel from the Laser Class magazine, presents another side of the argument.*

High school and college coaches almost universally agree with the sentiment of many Laser Class members that one of the principal problems in enforcing the rule pertaining to kinetics is that a universal standard does not exist. For instance, college and high school sailors sail with modified rules allowing them to roll tack as hard as they want (obviously coming out of a tack with greatly increased speed in light air) and to ooch if planing and surfing conditions exist.

"Nothing has torn up one-design sailing like Rule 42," says Larry White, President of the Interscholastic Sailing Association and a former Vice President of US Sailing. "College coaches are much more aggressive with kinetics and most of the high school coaches are coming out of intercollegiate sailing," he notes. In an effort to rein in the kinetic arms race, White says that high school sailing is more and more using an observer system. "I don't like the idea of refs. But at the ISSA singlehanded championship we used Appendix N (yellow flag rule) and things immediately quieted down," White adds.

Some close observers of high school sailing have speculated that some of the increased pressure to win, hence use of kinetics, comes from "over-eager parents." The parents pay the coaches and some are conscious of the fact that a successful high school sailing career can garner consideration for college admission.

The conjecture is that our society's "winner-take-all" mentality drives some young people and adults out of sailing and the abuse of Rule 42 is just one of the most overt symptoms of this mentality. "I support high school sailing because of its potential to impart positive life lessons: physical, technical, and emotional," White says. "When it comes to pressure from parents and coaches, I've heard it asked, do principals stop just short of cash?"

Mitch Brindley, President of the Intercollegiate Sailing Association and coach of Old Dominion University, defends the ferocity of kinetics at the college level. "Philosophically I think that this is an athletic endeavor." He states that Rule 42 enforcement is better in college racing than at the higher levels with on-the-water officiating at the districts and nationals. "Outside of the eastern seaboard college sailors are not necessarily learning the rules and guidelines," Brindley added. There is only one professional college coach in the Midwest and four on the West Coast.

Unfortunately many coaches and competitors feel that, in college sailing unless there are officials on the water, "anything goes." In light air it truly becomes a physical contest.

"High school and college teams and crews are taught to roll tack as hard as you can," according to Andrew

Campbell. The Laser Sailor sought out the comments of Campbell because of his prowess on the race course in a number of different events. After winning the high school national singlehanded championship and distinguishing himself on the international Laser Class circuit, he has moved into competitive college racing on the Georgetown U. team.

"When entering college I was appalled at the general level of kinetics, way beyond what should be acceptable — general pumping and rocking in winds as low as 5-7 knots," Campbell states. He recommends that competitors sailing in high school and college "judge who the competition is at a regatta. There are normal groupings. People sail at the same norm at the international level, at college or at district Laser events." He goes on to say that you need to observe what the normal conduct is and in relationship to the amount of wind before you start sailing aggressively in a Laser regatta.

"Sometimes a sailor who is not as good will start cheating to try to keep up with someone better," Campbell adds. "People are afraid to protest. You don't want to come off as a jerk." However, Campbell says that if more people are willing to volunteer as witnesses, it would mitigate this problem. "It also helps when two sailors go talk with someone (from two different nationalities if possible at an international event) when a sailor is abusing kinetics."

"The international judges are also great! We all know them, a who's who, and respect their judgment."

Given the different use of rules and a more aggressive culture in college and high school racing, the Laser Class has formally appealed to the governing bodies of high school and college sailing. When teaching kinetics, the appeal says, emphasize to students that what is acceptable in their regattas is patently illegal when they get back to racing in the Laser Class or other one-designs.

*Ed. Note: ISSA is already ahead of this on the issue of kinetics. Observers on the water at ISSA championships use the yellow flag to indicate violations of Rule 42.*

## US SAILING AWARD TO LARRY WHITE

US Sailing at its National Sailing Programs Symposium (NSPS) in February presented the Sail Training Service and Support Award to ISSA President Larry White. The award, given in honor of Virginia Long, recognizes long-time efforts to promote good coaching and instruction.

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

## 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, wind-surfers, 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](mailto:irfallon@annapolis.net)

**HEAD INSTRUCTOR/INSTRUCTOR:** for Small Boat Sailing/Racing at top Maine residential camp, ACA accredited. Management of five-person department. Qualified Sailing Instruction. Knowledge of racing a plus. Lifesaving required. Spring-fed lake one hour from Portland. Offering room/board, competitive salaries, and pre- and post-camp employment. Contact Louise Johnson, PO Box 225, New Vernon, NJ 07976. Tel: 973-538-5409. E-mail: [lfcmparcadia@aol.com](mailto:lfcmparcadia@aol.com)

**SIX CFJS FOR SALE:** By Bates College. 1984 boats in top condition with everything as well as extra sails. Asking \$7800 for fleet but will take offers. Call Daniel Vannoni at 207-777-7551 or e-mail [dvannoni@bates.edu](mailto:dvannoni@bates.edu)

**SIX CLUB 420s FOR SALE:** By Harraskeet YC, Freeport, ME. With heavy duty rails and with spinnakers and traps but easily converted. Well maintained and in decent condition. \$3000 firm either as a fleet or smaller lots. Contact Scott Fox at THE BOATHSE@aol.com

### 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.

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



## **THE 2003 ISSA NATIONAL DOUBLEHANDED CHAMPIONSHIP FOR THE MALLORY TROPHY**

**May 9-11 at Dartmouth College Allen Boathouse,  
Lake Mascoma, Enfield, NH in Collegiate FJs Host:  
NESSA Contact: Roy Williams, St. George's School,  
401-846-0884; roy\_williams@stgeorges.edu**

Lake Mascoma is a picturesque, pristine lake-sailing venue five miles by one mile. It is fresh water and uniformly 50-60 feet deep. The water is so clean that you can drink it. The lake is surrounded by rugged terrain including tall pine trees, dirt roads, and rustic New England architecture. Summer-only residents use most of the houses on the lake. During the Mallory we will likely have the whole lake to ourselves. There is a different water- and wind-conditions every day on Mascoma. The direction and wind strength have a direct correlation to wave conditions. There is no current on the lake. These are some of the more common springtime conditions:

**NNW** - usually stronger winds of 10-25 mph that produce choppy conditions. The five-mile fetch to the NNW makes plenty of room for waves to build up. A NNW wind is usually gusty and cool. Spring temps in the NNW wind are likely to be about 50 degrees and the weather mostly sunny with high clouds.

**NNE** - usually moderate in strength, 5-15 mph producing chop on the left side of the course area and flat water/ shiftier winds on the right side. Usually overcast and drizzly with temps in the low 60s.

**W** - Very shifty and variable in strength. Wind can be 0-15 and variable by the minute. Flat water and tactical sailing. Usually partly cloudy to totally overcast but no precipitation.

**SSE** - Steady breeze, warm temperatures and light chop. Wind usually 8-20 mph and temps in the high 70s. Often SSE produces although rain usually comes in the evening or the following day as it is sunny and warm at the beginning of the SSE cycle.

The facility is set up for indoor boat storage of our fleet of Vanguard Flying Juniors. Water temperature in mid-May is expected to be cold. Air temperatures average 70 degrees for daytime highs and mid-40 degrees for nighttime lows. Record daytime highs are in the 90's and record nighttime lows are in the 20s for May. It is advised that sailors bring drysuits but you will only need them if the wind is above 15 knots. Usually the air is warmer than the water by 10-25 degrees, so if the wind is light you can sail in light clothing but if the wind is strong, the water makes the air temperature drop quickly.

Spectating is great as the racecourse is right off the dock, beach and parking lot areas and watching from vans or cars is the norm. Sail numbers are three feet tall so you can easily identify teammates on the racecourse with the naked eye. Rotation is easy and quick if sailors are ready to rotate on time because the dock extends literally out into the racecourse area. It is never more than a two- minute sail from the finish or start area to the dock.

Brian Doyle, Head Sailing Coach, Dartmouth College

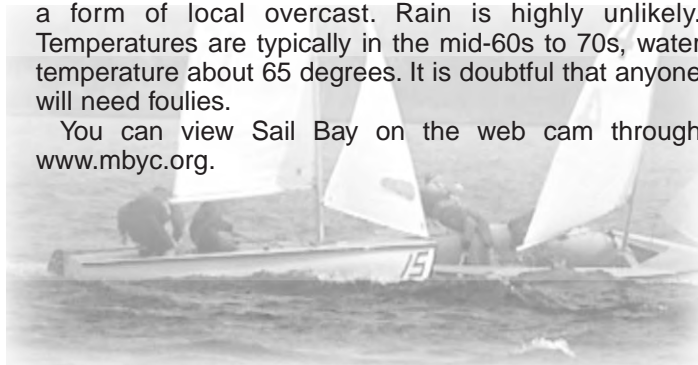
## **THE 2003 ISSA NATIONAL TEAM RACING CHAMPIONSHIP FOR THE BAKER TROPHY**

**May 23-25 at Mission Bay YC, San Diego, California in  
Collegiate FJs Host: PCISA Contacts: Regatta  
Chairman Jerelyn Biehl, 619-226-2490;  
scira@cox.net**

The sailing venue for the 2003 Mallory regatta is on Sail Bay in beautiful Mission Bay Park, San Diego. Courses will be set off the docks and beaches of Mission Bay Yacht Club, a three-minute sail from the dock. Spectator viewing will be excellent and swapping boats should be a cinch.

Sailing conditions for the Memorial Day weekend tend to be light to medium, usually not over 12 knots. Weather conditions historically range from sunny to "June Gloom," a form of local overcast. Rain is highly unlikely. Temperatures are typically in the mid-60s to 70s, water temperature about 65 degrees. It is doubtful that anyone will need foulies.

You can view Sail Bay on the web cam through [www.mbyc.org](http://www.mbyc.org).



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TO:

## ***ALLOCATIONS SET FOR MALLORY, BAKER, PRELIMINARY FOR CRESSY***

Final district allocations for the 2003 Mallory and Baker championship regattas are set based on membership dues received by January 1, 2003. The following are the final allocations plus the preliminary allocations for the 2004 Cressy, the final allocations for which will be determined at the end of the 2002-2003 school year.

As in the past the allocations are based on the number of district members as a proportion of the nationwide membership either by the deadline or in the previous school year, whichever is higher.

District	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
Pacific ISA	5	3	4	4
Northwest ISA	1	1	1	1

The 2003 Mallory doublehanded fleet championship is at Dartmouth College, Hanover, NH May 10-11, 2003.

The 2003 Baker team racing championship is at Mission Bay YC, San Diego, CA May 24-25, 2003

The 2004 Cressy singlehanded championship will be held at Eckerd College, St. Petersburg, FL, November 15-16, 2003. The 2003 Great Oaks Regatta is scheduled for November 8-9 at Southern YC in New Orleans.

