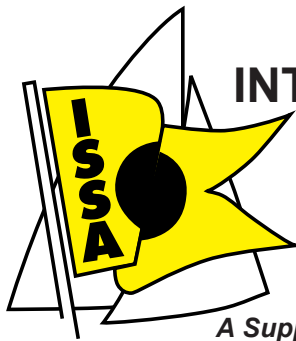


# ISSA NEWS



Newsletter of the  
**INTERSCHOLASTIC  
SAILING  
ASSOCIATION**

Founded 1930

A Supporting Member of US SAILING

**VOLUME 14 - ISSUE 4 - Summer 2005**



Pt. Loma High School National Champions in the Mallory and Baker: front: Adam Roberts, Nick Martin, back: Ben Todter, Parker Shinn, Tyler Sinks, Megan Magill, Briana Provancha, Donald Lockwood, Bryan Rigby, Coach Rob Hallawell.

## **Pt. Loma High School Wins Unprecedented Triple Mallory & Baker Championships**

May 13 - 15 at Port Angeles, WA.

Pt Loma High School clinched their 3rd successive Mallory title (PLHS also won the Mallory in 1993) by winning both the A and B divisions of the Mallory Doublehanded Championship, held in Port Angeles, Washington, hosted by the NorthWest Region.

Scott Boye, Regatta Chairman, orchestrated a superb event and for the first time, Vanguard 15s were used with brand new sails provided for the competitors.

Sailing conditions ranged from no wind on Friday and Saturday morning to a high of 17 knots for a brief period on Sunday afternoon. Saturday's racing started in sunny skies and a very light easterly after a postponement. One race was sailed in 2 to 3 knots of wind. Racing was postponed for several hours until mid-afternoon when a westerly breeze filled in and continued until about 1930. Sunday saw westerly breezes and rain showers mixed with clearing periods. Wind built from 5 knots at 1000 to a brief high of 17 knots mid-afternoon then tapering off to 8 knots at the close of racing at 1530.

PLHS' graduating seniors of Adam Roberts and Parker Shinn traded off skippering in the A division also sharing honors with sophomore Tyler Sinks, but senior Bryan Rigby completely dominated the B division winning by a 52 point margin over his next competitor. Sharing the championship title are crews Nick Martin, Briana Provancha, Megan Magill and Donald Lockwood. The same team continued on to the Baker Team Race Championships adding crew Ben Todter.

Newport Harbor High School, another PCISA member, finished 2nd overall with Severn High School of Annapolis, MD, rounding out the top 3 places.

A total of 24 races were sailed under the direction of PRO Nick Taylor assisted by Carol Rose. Judging was conducted by Dick Rose, Pat Healy, Rick Hatch and Matt Mikkeltorg.

School	A division	B division	Total
Point Loma	70	27	97
Newport Harbor	77	79	156
Severn	108	77	185
Martin County	91	97	188
Marin Catholic	104	85	189
Portsmouth Abbey	85	118	203
New Trier	86	123	209
St. Georges	122	95	217
Pine View	102	124	226
Tabor Academy	107	120	227
Milton Academy	128	129	257
Corona del Mar	132	142	274
H.B. Plant	131	159	290
Calvary Chapel	128	169	297
Lakewood	168	135	303
Grosse Pointe North	169	171	340
Annapolis	162	181	343
Orcas Island	188	160	348
Jesuit	203	165	368
Christian Brothers	207	168	375

## **IN THIS ISSUE...**

- ◆Read about the winners of the **Mallory and Baker Championships...PAGE 3**
- ◆ISSA Board members met in March to discuss the transition and a few changes to championships....**PAGE 3**
- ◆Team Race guru Gavin O'Hare gives more team racing tips....**PAGE 7**
- ◆ISSA Partner Vanguard gives tips on improving your skills...**PAGE 10**





# A Word from the President...

**Dear Sailors and Friends,**

75 years old and still growing, that's inhuman ! That's school sailing which continues to amaze as it attracts more and more young sailors to its ranks. This has been another good year. Point Loma made it three-for-three in repeat wins at Nationals, and we had our first ever Mallory in the Northwest and in Vanguard-15s. In the Baker we tried a new format, - the jury's still out on that one but the sailing was great.

Plans for the Fall regattas are well underway, the NORs for the 2006 Cressy in Hawaii over Thanksgiving weekend and for Great Oaks November 12-13 at Southern YC in New Orleans are posted and in this issue. There's no rest over the Summer because although there is no school sailing, there's lots to do getting ready for next year.

The Annual Meeting is September 24<sup>th</sup> in Newport, RI at the Seamen's Church Institute.

The work needed to assure a smooth transition to new leadership is almost complete, and will be done by this meeting. It will be my last meeting as President.

In my years as a Board member and as President I have enjoyed the fellowship and support of many wonderful people, and I treasure those memories and your friendship.

I wish you all the best over the Summer and in the future. School sailing is about whole-hearted participation, and fun with friends. Everyone matters. Compete with fairness and equanimity, - be cool.

My best personal regards to you all,

Larry White, President

*P.S. Support our partners who have helped to make all this work for you: Vanguard Sailboats, our partner in the growth and development of ISSA; West Marine and the new teams program; Sail America, our steadfast friend and Gill/NA, whose discounts keep it all affordable. There will be more friends to help us in future, I'm sure. Note also and support the advertisers in this newsletter, they help make the communication possible too.*

## Mark Your Calendar...

### 2005

#### September 24

Annual meeting of ISSA members in Newport, RI

#### November 12-13

Great Oaks Regatta at Southern YC, New Orleans, LA

#### November 25-27

The 2006 Cressy Trophy regatta for the ISSA singlehanded national championship will be in Oahu, Hawaii hosted by PCISA

#### January 18-22, 2006

National Sailing Programs Symposium, Newport Beach, CA

#### May 13-14, 2006

Mallory Championship for the doublehanded title will be held in Grosse Pointe, Michigan, hosted by MWISA

#### May 27-28, 2006

The Baker Championship for the team racing title will be held in Martha's Vineyard, Massachusetts, hosted by NEISA

**Get more news from  
ISSA Districts through site links on  
[www.highschoolsailingusa.org](http://www.highschoolsailingusa.org)**

## INTERSCHOLASTIC SAILING ASSOCIATION, INC.

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# Baker Team Race Championships

We were glad to host the High School Team Race National Championships here at the US Sailing Center of Martin County.

Friday we had registration and were lucky to have great weather for practice. All of the teams got out on the water for some practice and the race committee was on hand to run some practice races.

Saturday we got off to a fast start even though we had light shifty breezes for most of the day. The Breeze was 7 – 12 knots out of the WSW and the mark set worked hard to battle the shifts. We were able to get off 73 races, finishing the Qualifying rounds and half of the Semifinals. The teams were treated to a dinner here at the sailing center and an Umpiring Seminar after dinner.

Sunday the breeze was NE 5 – 11 knots with flat water. After doing the rest of the Semifinal races we finished the finals and were off the water by 1 pm. The Gold final included Point Loma High School, St. George's School, Antilles School, and Tabor. Congratulations to Point Loma for winning the 2005 Baker Nationals with a record of 16-2. In second was Antilles at 13-5, and St. George's was third at 10-8.

Thanks to all the teams for coming to Jensen Beach for this event. Also many thanks to all the race committee, especially PRO Campbell Rich, Gavin O'Hare from the Naval Academy, Vanguard Sailboats for bringing 12 new 420's, and to all the volunteers that it takes to run an event of this quality.

Peter Strong  
 Program Director  
 US Sailing Center Martin County  
 peter@ussmc.org

	School	Wins	Losses
1	Point Loma	16	2
2	Antilles	13	5
3	St. George's	10	8
4	Tabor	9	9
5	Severn	5	10
6	Annapolis	9	6
7	Newport Harbor	7	8
8	Lakewood	9	6
9	Jesuit	8	10
10	Corona del Mar	7	11
11	New Trier	7	11
12	Bainbridge	2	16



Photo above: The floating dock was a popular place for teams to watch and exchange as well as get tips from coaches. All photos courtesy of Tom Monkus



### 2nd Overall: Antilles School

Skippers: Thomas Barrows, Cy Thompson, Taylor Canfield  
 Crews: Nathan Rosenberg, Rian Bareuther, Sarah Burks, Hugo Roller



### 3rd Overall: St. George's:

Skippers: Jon Lareau, John Sampson, Halsey Richartz, Jono Bernbaum  
 Crews: Sasha Garfield, field Osler, Andrew Schneider, Kelley Millane



# ISSA NEWS

## ISSA Appeals Committee Formed with ICSA

US SAILING has granted ISSA a joint appeals committee with our friends in college sailing. ISSA and ICSA will form what will be the equivalent of an association appeals committee as described in Appendix F of the 2005-2008 Racing Rules. A change to Appendix F has been issued by US SAILING recognizing the new ISSA/ICSA appeals committee. The appeals procedure will require that any appeals from ISSA regattas be forwarded to US SAILING, who will then forward the appeal to the ISSA/ICSA appeals committee for action. No fee will be required for submission of an appeal request. The procedure should include a rapid response, within a week, by US SAILING to any requests. This timing issue had been a problem in the past and was the primary reason ISSA formed its own appeals committee, outside the purview of USSAILING.

Don Shea from Chicago, JP Fasano from New Jersey, and Bill Campbell from San Diego, have offered to serve as the initial members of the ISSA/ICSA appeals committee from ISSA. It is their hope that you sailors will police yourselves on the race course and not have to resort to protest and appeals procedures. Good luck on the course.

### Appeals Committee Members

Bryan McDonald (chairman)	Bill Campbell
JP Fasano	Don Shea
John Vandemoer	Stephen Jeffries
Ward Cromwell	



**SAIL AMERICA IS PROUD TO SUPPORT THE ISSA**

CONGRATULATIONS HIGH SCHOOL SAILORS FOR ANOTHER YEAR OF INCREASED PARTICIPATION. THE SAILING INDUSTRY ENCOURAGES ALL SAILORS YOUNG, OLD AND IN-BETWEEN TO:

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**TAKE YOUR FRIENDS SAILING.**

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## ISSA June Board Meeting

Saturday, June 11, 2005  
Via Conference Call

The ISSA Board met via conference call with 8 members phoning in.

Vice President Tim Hogan ran the call as President Larry White was unable to attend. Several reports had been circulated via e-mail prior to the call including the President's and Treasurer's reports, championship allocations and Trademark and Licensing report.

Fundraising was a topic of discussion as well as an update on the office transition which is all going as planned.

Joanne Kolius, after many years of service, will be resigning and Dan Zwerg was nominated to fill her role in the South East.

A suggestion was made to update and move the current videos to DVDs.

Summaries of recent Championships were discussed as well as plans for the coming school year Championships, which are detailed further throughout this newsletter.

**The Board will meet September 23 in Newport, RI.**

## Allocations Set for 2006 Cressy Regatta

Allocations for berths in the 2006 Cressy singlehanded championship and preliminary allocations for the Mallory and Baker for Spring 2006.

The Cressy is scheduled in Hawaii over Thanksgiving weekend 2005, with the Mallory to be held in Grosse Pointe, MI May 13-14 and the Baker to be held in Martha's Vineyard May 27-28.

District	Preliminary Allocations		Final Allocations	
	Mallory	Baker	Cressy full	Cressy Radial
New England	5	3	4	4
Mid-Atlantic	3	1	3	3
South Atlantic	3	2	3	3
Midwest	2	1	1	1
Southeast	1	1	1	1
Northwest	1	1	1	1
Pacific	5	3	3	3
	<b>20</b>	<b>12</b>	<b>16</b>	<b>16</b>

# Reports from ISSA Districts

## NESSA

The cold snowy winter gave way to a raw, raining spring, but despite the conditions, 82 schools fielded teams in 2005. Fifty competed in the first round of the NESSA Fleet Racing Championship (George O'Day Trophy) with fifteen making it to the finals held at Tabor Academy on April 24th. St George's emerged as the winner, followed by Tabor Academy, Milton Academy, and Portsmouth Abbey. In mid-May, Massachusetts Maritime Academy hosted the NESSA women's Invite (Rebecca Herreshoff Trophy). Twelve schools participated with Hingham HS (MA) emerging victorious over Cheverus HS (ME) by a single point. Twenty-four schools started the season with aspirations of qualifying for the NESSA Team Racing Championship (Fritz Mark Trophy). At the end of the regular season, the top eight schools meet on Martha's Vineyard. The two-day championship – a dry run for the 2006 Baker – went off without a hitch despite 20-22 kts of breeze from the Northeast on day #1. Tabor Academy was the winner, their 21st Team title, with St George's School second, and the Hotchkiss School third. There were many other events held throughout the short 9 week season and a complete recap of results can be found on the NESSA website (<http://nessa-sailing.org>)

Over the summer and into the fall, there are three major projects that we will be working on. First, with the sudden departure of President Jim Terkelsen to the college ranks in March, a new set of officers will have to be selected and presented to the membership at the November annual meeting. Second is the fine-tuning of the new experimental computer rankings program (Plan H) that was used this spring. NESSA developed a computer program to help objectively select the eight participants in the NESSA team racing championship. The program, supplemented with rankings by the executive committee to prevent any BCS type problems, was deemed necessary to help quantify the selection process of 24+ schools. Like any good program, it will be tweaked over the summer using the data from this year to help refine the process.

Finally, NESSA is moving ahead with plans for its next two ISSA Championships. The 2005 NESSA Teams was an excellent tuning run for NESSA VP Doug Heil and his band of volunteers. They have a good plan in place to make the 2006 Baker run as smoothly. NESSA will also begin coordinating with Vanguard and Indian Harbor YC in Greenwich, CT for the 2007 Cressy (in the fall of 2006). Indian Harbor was host to the first Mallory Trophy back in the 1930s and continues to be very supportive of high school sailing.

### NEW ENGLAND ISSA

States: Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut and Vermont

Contact: Director Rob Hurd, 508-748-2000 x 2327

E-mail: [rshurd@hotmail.com](mailto:rshurd@hotmail.com)

District website: [nessa-sailing.org](mailto:nessa-sailing.org)

## PCISA

The 2004-2005 PCISA season was one of the most successful. We had many highlights with our teams. Being of the largest districts, we have a big variety with size of teams and location of sailing events. Some of the highlights are:

### Pt. Loma:

They won both the Mallory and the Baker for the third year. This year's team is probably the strongest team ever in high school sailing.

### Newport Harbor:

The team finished a strong second in the Mallory and the PCISA district. They also won the Silver Championships.

### Marin Catholic:

This team has established itself as the top Northern California team. A fifth place finish at the Mallory is the best to date.

### Calvary Chapel:

The team is two years old and has advanced faster than any other team in PCISA. In the second year they placed fifth at the PCC's and qualified for the Mallory. Congratulations to Rick Warner, the parent advisor, for the hard work in increasing the team to 13 sailors.

### Kalaheo & Punahou:

Those two teams from Hawaii placed 6th and 8th at the PCC's. By far the best finishes by the Hawaiian schools. Kalaheo also won the Great Oaks Regatta last fall.

All in all, we had a great year, thanks to all the hard work in our many areas. Over 40 regattas were sailed in our district and we can't do it without the help of parents, coaches, yacht clubs and colleges.

### PACIFIC COAST ISSA

States: California and Hawaii

Contact: District Director Ted Gazulis, 415-435-3811

E-mail: [tgazulis@hsresources.com](mailto:tgazulis@hsresources.com)

District website: [pcisa.org](http://pcisa.org)

### NORTHWEST ISSA

States: Washington, Oregon, Idaho and Alaska

Contact: District Director Scott Boye, 360-378-8548

E-mail: [fhsailcoach@hotmail.com](mailto:fhsailcoach@hotmail.com)

District website: [geocities.com/newcanvas](http://geocities.com/newcanvas)

### SOUTHEAST ISSA

States: south Alabama, Florida Panhandle, Mississippi, Louisiana, Arkansas, Kansas, Oklahoma and Texas

Contact: District Director Dan Zwerg

E-mail: [danzwerg@ststan.com](mailto:danzwerg@ststan.com)

District website: [seisa.org](http://seisa.org)

## ISSA NEWS

### SEND NEWS FROM YOUR DISTRICT!

Mail photos, regatta and other news or articles to:  
ISSA, 2812 Canon Street, San Diego, CA 92106  
e-mail: [office@highschoolsailingusa.org](mailto:office@highschoolsailingusa.org)

# MWISA

Currently there are 37 schools that are registered or Registered/Pending. This count essentially reflects a static number of schools for the MW district.

The Spring was a very competitive season for the District: Beyond our regular regattas, 18 schools entered the Mallory qualifiers held at Crescent Sail Yacht Club, Grosse Point, MI (17 actually competed when one school had to withdraw because of an injury.) 6 schools entered and competed in the Baker qualifiers held at the Belmont Station of the Chicago Yacht Club.

New Trier High School in Winnetka IL, coached by Joe Quick, Sailing Director of the Chicago Yacht Club, was the dominant school this year. New Trier was the top qualifier in both the fleet and team racing qualifiers.

There were a number of new schools that were not able to organize their teams soon enough for the district qualifiers or that were comprised of sailors from several different schools and thus not able to compete as one team under the rules. These schools are located in western Michigan and Ohio, both historically difficult recruitment areas for MISSA. Discussions with the coaches and sponsors of these schools indicated that (a) there is a lot of sailor/parent/school enthusiasm and a commitment to continue sailing in SY 2005-06 and (b) the combination teams may organize as individual school teams for regattas but continue to train together as many teams in the MW currently do. Implication for MISSA: success with either of these areas could result in a significant increase (4-5 competitive schools) for the district.

Other growth areas for the district are in southeast Wisconsin – Milwaukee, Madison and Lake Geneva. Currently we have on two schools in this region of WI even though it's a sailing hotbed. This represents one of the District's growth goals.

The MW will lose one of our most dedicated coaches: Jay Truesdale of the Culver Academy (IN). Jay is leaving to take a position with the US Foreign Service. Culver is one of our success stories in the District. The team will continue to sail competitively and has a strong strategic plan in place for their program. I do expect other coaching changes but these moves will for positions within the District.

Parents continue to be very supportive of the programs and we have several heading new/existing programs. The significance of this is that the "missionary" work (establishing new teams) is off the sailing directors' shoulders and that frees their time to coach the kids.

There is a four-point plan in SY 2005-06 for MWSSA:

- Retain the current schools registered
- Recruit new schools, or lapsed schools
- Improve the overall skill level of our sailors by encouraging them to get more experience sailing against the top flight sailors at the larger regattas
- Continue the momentum and enthusiasm we've sustained through an administrative transition year

## MIDWEST ISSA

**States: Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, and Iowa**

**Contact: District President Donald Shea, 847-833-8572**

**E-mail: donshea@sbcglobal.net**

**District website: <missa.net>**

# MASSA

The four Midatlantic leagues each hosted District events this spring which were all completed without incident. The weather behaved and the sailors all had fun.

Severn School won the overall Spring 2005 District Championships, which are calculated by formula from all the district regattas. Norfolk Collegiate School was second, and Archbishop Spalding High, and St. Anthonys High were tied for third.

Norfolk Collegiate School won the overall fall 2004/spring 2005 School Year District Championships. Severn School was second and Annapolis High School was third. The Navy Academy (coach Gavin O'Hare) in Annapolis hosted our qualifier on the weekend of April 23rd to select the three MASSA teams to attend the Mallory Doublehanded National Championships. fifteen races were sailed in each division just off the Naval Academy where everyone could watch from shore. We had relatively steady winds from the southeast at 5 to 10 knots and the thunderstorm conveniently held off until just after the event. Sailing Magazine may include this regatta in an upcoming article.

Old Dominion University (coach Mitch Brindley) in Norfolk, Virginia, hosted our qualifier on the weekend of April 30th to determine who goes to the Baker Team Racing National Championships. Severn School and Annapolis High School, qualified to represent us at the Nationals. The final top four were 1st Severn School (Annapolis, Maryland), 2nd Annapolis High School, 3rd Norfolk Collegiate (Virginia) and 4th Archbishop Spaulding High (Annapolis).

## MID-ATLANTIC ISSA

**States: New York, New Jersey, Pennsylvania, Delaware, Maryland and Virginia**

**Cocontact: District Director Bill Schneider, 410-757-4729**

**E-mail: massa@toadmail.com**

**District website: <mariners@toad.net>**

# SAISA

This has been one of the better years for SAISA in that our membership is at 60 school teams, an all time high and our regional reps, Wayne Cutler (AL/TN), Ted Mellnik (NC), George Scarborough (SC), LCDR Robert Spencer (No. FL/GA), & Shep Barrows (Caribbean) have made great strides to get all participants in their area out on the water. The number of regattas has increased by one to 8 in our North Point Regatta series of offering increased flexibility & participation options, and considering the 3 hurricanes in Florida this year, we were able to maintain 7 South Point Regattas and 1 in the Caribbean, the same as last year. In addition we have held 4 District Championships; Cressy, Great Oaks, Mallory & Baker, plus the ISSA Baker Team Racing National Championship.

Our North FL-GA League via Robert Spencer (LCDR, Brunswick HS) is winding down. However, in building for the future, Bob has completed 3 sailing camps with good participation especially from the Atlanta area, and has started Thursday afternoon sailing regattas which will continue throughout the summer



alternating between Brunswick (GA) and Florida YC (Jacksonville) where Skip Miller assists. Skip Canfield (Epping Forest YC) is also working with a summer series. As this area needs development, these programs should give improved upward sailing mobility and introduce sailors in time for this fall's ISSA/SAISA school registration. Additionally, Charleston has completed a number of league regattas with very good participation, as reported by John Gervais, offering opportunities for up and coming teams. It may be interesting to note that sandwiched in between the above regattas, during the school year, the FL Youth Sailing Assn. independently has listed an additional 25 or more doublehanded & singlehanded regattas, which have been available to a variety of young sailors, who in this case, can obtain their own boats. Thus all areas of the district are becoming increasingly more active and choices can be made which benefit the sailor, but may cause anxiety for others due to perceived schedule conflicts. Our 4 district championships started in September with the SAISA Singlehanded Championships (Cressy-Q) which were held at the Clearwater Sailing Center in September, but were rescheduled due to a hurricane. Participation suffered somewhat. The ISSA qualifiers that went on to represent SAISA were:

Full Rig (6 sailors): 1/Christopher Enger (Sarasota HS; Sarasota, FL) and 2/Alex Ravelo (LaSalle HS; Miami, FL)  
 Radial Rig (15 sailors): 1/Paige Railey (Clearwater HS; Clearwater, FL) and 2/David Hernandez (Killian HS; Miami, FL)  
 At the ISSA Singlehanded Championship for the Cressy Trophy at Wayzata YC (MN) in October, the SAISA team members sailed very well in their respective rigs:

Laser Full Rig/16 – 1/Christopher Enger (Sarasota HS; Sarasota, FL); 12/Alex Ravelo (LaSalle HS; Miami, FL)  
 Laser Radial Rig/16 – 1/Paige Railey (Clearwater HS; Clearwater, FL); 11/David Hernandez (Killian Sr. HS; Miami, FL)

In October, we held the 6th Great Oaks Championship & qualifier for the ISSA Invitational on 9 October at the University of South Florida, St. Petersburg Campus. This was the first year for the ISSA "4 Year Rule" as eligibility for the G.O. Invitational was changed to 4 years since the last time a team qualified for either the Baker (team racing) or Mallory (fleet racing) Regattas. Antilles School, Community School of Naples, H.B. Plant HS, Lakewood HS, Lincoln Park Academy, Martin County HS, Ransom Everglades School, & St. Petersburg HS were all ruled ineligible.

Eleven schools participated in the GO-Q at USF and the top 6 schools advanced to the ISSA GO Invitational in New Orleans, LA, 12-14 November. They were:

1/LaSalle HS (Miami, FL), 2/Webb School (Knoxville, TN), 3/Sarasota Military School (Sarasota, FL), 4/St. Petersburg Catholic HS (St. Petersburg, FL), 5/Shorecrest Preparatory School (St. Petersburg, FL), 6/Hilton Head Preparatory School (Hilton head, SC). Glen Academy (Brunswick, GA) and Jensen Beach High (Jensen Beach, FL) who also sailed were also invited to travel to New Orleans.

Because of the large number of participants at the ISSA Invitational, 2 fleets were formed following a qualification round; results were as follows:

**Gold Fleet/17:** 4/LaSalle HS, 9/Shorecrest Prep, 12/Hilton Head Prep  
**Silver Fleet/16:** 1/St. Petersburg Catholic, 2/Sarasota Military Academy, 3/Webb School, 9/Jensen Beach HS, 14/ Glynn Academy

Following our Mallory District Fleet Racing Series (a combination of 14 regattas), 6 top schools from each region, plus 1 from the Caribbean, emerged to compete in the SAISA District Championship/ISSA Mallory Qualifier at USSCMC, Jensen Beach, FL, April 8-10.

**I. Qualifying North Point Schools**

- 1/Porter-Gaud School
- 2/Benedictine Military School
- 3/First Baptist Church School
- 4/Ashley Hall
- 5/Wando HS
- 6/Webb School

**II. Qualifying South Point Schools**

- 1/Ransom Everglades School
- 2/Martin County HS
- 3/HB Plant HS
- 4/Pine View School
- 5/Lakewood HS
- 6/St. Thomas Aquinas HS

**III. Caribbean - Antilles School - St. Thomas, USVI**

It is interesting to note that following the district fleet racing championship, the 1st place school and the other 3 qualifying schools who traveled to Port Angeles, WA (May 13-15), were separated by only 9 points: 1/HB Plant HS - Tampa, FL, 2/Martin County HS - Stuart, FL, 3/Pine View School - Osprey, FL, 4/Lakewood HS - St. Petersburg, FL.

At Nationals, sailing with 20 teams in Vanguard 15s, results were as follows:  
 4th/Martin County HS (Stuart, FL), 9th/Pine View School (Osprey, FL), 13th/H. B. Plant HS (Tampa, FL), 15th/Lakewood HS (St. Petersburg, FL)

The last regatta series was the Baker Team Racing Championship & qualifier for the ISSA Baker Trophy Regatta held at USSCMC in Jensen Beach, FL, 22/24 April 05. Although limited in participation, the top 2 teams went on to make their mark.

Antilles (St. Thomas, USVI)	12-0
Lakewood (St. Petersburg, FL)	7-5
St. Thomas Aquinas (Ft. Lauderdale, FL)	4-8
Martin County (Stuart, FL)	1-11

SAISA and USSCMC hosted the ISSA Baker Nationals (27-29 May). Together with 12 teams, Antilles and Lakewood sailed very well.

**2nd/Antilles School (St. Thomas, USVI) sailors named earlier 8th/Lakewood HS**

Skippers: Chris Vetter, Tim Murphy and Andrew Jones  
 Crews: Matt Gardiner, Kira Devers-Jones\*, Margaret Spears and David Lasky  
 (\*Kira is the only senior and will be sailing for Navy next fall.)

Following the regatta the top teams were invited to participate in the British Schools Dinghy Racing Association (BSDRA) Team Racing Championship at the West Kirby Sailing Club, Wirral UK, July 4-5.

Seyn School (Severna Park, MD) took up the challenge & will be traveling over for the BSDRA championship. The sailors participating are, Lesley Sutherland, Manton Paine, Russell Cramer, Jenny Williams, Taylor Cole, and Hans Lutkefedder. Their coach is Mike Buckley and their chaperone is Bonna Sutherland.

In closing... later this month we will start to work on next school year's schedule. Details can be found on [www.saisa.org](http://www.saisa.org).

**SOUTH ATLANTIC ISSA**  
**States: North Carolina, South Carolina, Tennessee, Georgia, north Alabama, Florida (except Panhandle), and the island of the Caribbean**  
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**District website: [saisa.org](http://saisa.org)**

# Team Racing – A focus on *Passback* and *Mark trap* positioning

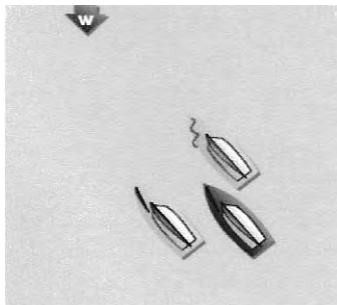
by Gavin O'Hare

## Why Passback or Trap?

In 3 on 3 team racing, there are 10 winning combinations and 10 losing combinations. Some of the winners are more stable than others. The difference lies in that less stable combinations have opportunities for opponents to execute a 'pass back' or 'mark trap' and convert a loser to a winner. Simply described, a pass back and a mark trap are techniques used in team racing by a competitor to cause an opponent to lose one or more positions and effectively bring ahead a team mate one or more positions. By example, if blue team is in a 1,3,6 combination on the final beat, and gold team executes a 2,4 pass back, they achieve a 2,3,4 winning combination. Clearly, good positioning is critical within the execution of a pass back or mark trap.

## The Passback – 1,3 vs 2

The 'N' race course for team racing provides many opportunities for pass backs upwind, on the reach legs and downwind. The course after the start is windward mark to starboard, windward offset mark to starboard, leeward mark to port, a possible leeward offset mark to port and finish upwind.



The key to a good offense strategy (1 & 3 in a pass back scenario) is to control the opponent (2) in the middle before she has control of the team mate behind. Of course, the defense for 2 is to control the 3 before the 1 controls 2. 2 must anticipate the pass back and take the initiative to control the opponent behind. If 2 can stay between 1 and 3 while slowing is going on, that means that two team mates of 2 are not slowing- either getting further ahead or catching up from behind. Whoever successfully takes the initiative (1 or 2) puts their team in better position.

**UPWIND:** To perform a pass back upwind, a windward ahead boat can either offensively slow or pin an opponent to leeward. The opponent can defensively do the same to the third boat. Slowing is accomplished by luffing the jib and possibly over-trimming the main to windward of the opponent. Positioning here is key. To effectively slow the opponent to leeward, your jib must luff on or ahead of the leeward opponent's forestay. Luffing to far aft slows your boat only, and does not slow the opponent. Luffing too far forward gives the opponent to leeward the opportunity to tack away.

To effectively pin the opponent, you must position your boat far enough aft to be able to block the opponent from tacking away. But, as you do this, you may put yourself in position to be pinched off by the leeward opponent. If you are trying to pin in the middle (2), you put yourself in jeopardy of being pinched off to leeward (3) and slowed by windward (1). Obviously, you need to practice this to get confident of positioning and execution.

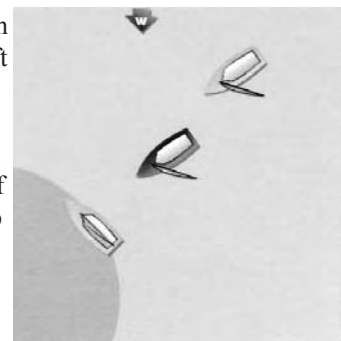
**REACHING:** A slowing pass back can be accomplished on the reach leg by luffing the jib and over-trimming the main on a leeward opponent- similar to positioning discussed above. As this happens, the team mate behind, can sail above and around both team mate and leeward, trapped opponent.

**DOWNWIND:** A pin pass back can be performed on the down-

wind leg. The key to this is positioning your boat to the left of the opponent as you head downwind. This gives you the opportunity to be able to gybe onto starboard tack and then become leeward boat with luffing rights as the opponent gybes. Once this is done, you can pin the opponent with a luff and your team mate breaks through to leeward.

## The Marktrap – 1,3 vs 2 – Windward Mark

**OFFENSE FOR 1,3:** Positioning to execute a mark trap at a starboard rounding windward mark is tricky. The 1 must enter the two length zone overstood and on starboard tack and luff and wait. When opponent 2 approaches from the left on port tack, 1 must accelerate to meet port tack 2 and force her to tack, creating the pin move so team mate 3 can round the mark ahead of both. If 2 approaches the mark trap on starboard tack, then 1 must block her rounding and force her to sail to leeward and then effectively block her from rounding the mark



so team mate 3 can squeeze in and round ahead of both of them.

**DEFENSE FOR 2:** If 2 approaches 1's mark trap from port tack, she too must overstand the port tack layline. By doing this, she will be able to duck the starboard tack blocker and still lay the windward mark. If 2 approaches 1's mark trap from starboard tack, she must try to trap 3 to windward of her and luff to stall the passback.

## The Marktrap – 1,3 vs 2 – Windward Offset Mark

**OFFENSE FOR 1,3:** 1 enters the the two length zone and waits at the upper left sector of the zone. Positioning here is important to make sure that 1 has some space to drift to leeward as she waits and still be able to round the mark. She must also be able to accelerate and luff up 2 as she goes to windward – effectively pinning her and allowing team mate 3 to break through and round the mark.

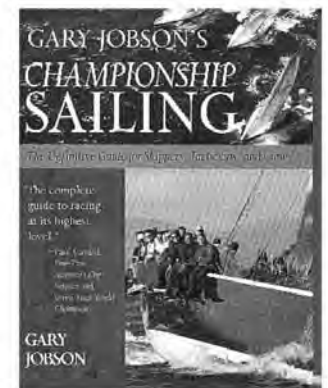
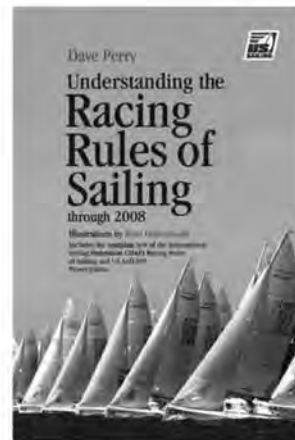
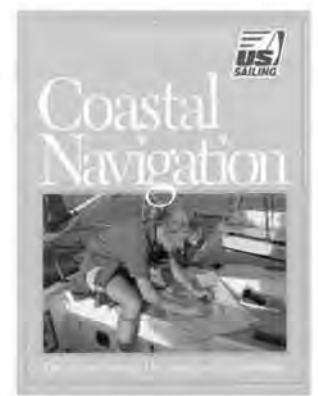
**DEFENSE FOR 2:** 2 has two options. The best option is to trap 3 to windward early and stall the passback. Her other option is to charge over the top of 1. Because 1 is stopped, 2 can sail fast and high and possibly break through over the top and force 1 to sail her proper course to round the mark.

## The Marktrap – 1,3 vs 2 – Leeward Mark

**OFFENSE FOR 1,2:** 1 enters the two length zone and waits at the upper right sector of the zone. Again, positioning here is important to make sure that 1 has some space to drift to leeward as she waits and still be able to round the mark. Opponent 2 cannot go inside 1 and as she goes above, 1 accelerates and pins 2 from rounding the mark, allowing team mate 3 to round.

**DEFENSE FOR 2:** 2 must stall the passback by pinning 3 to windward of her before she gets to close to 1. As she approaches 1's mark trap, she loses maneuverability because she drifts toward 1 as she sails downwind. Ideally, 2 pins 3 to windward early on Starboard tack, but pinning to windward on port will also stall the trap effort.

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# On ISSA Race Courses

## HIGH SCHOOL SAILING SEASON- HAWAIIAN STYLE- COMES TO A CLOSE

### --Guy Fleming

A very successful sailing season came to an end for 97 sailors from nine schools. In Junior Varsity. The results were as follows:

1st	Punahou	32 points
2nd	Iolani	53 points
3rd	Mid Pac	65 points
4th	Waldorf	66 points
5th	Maryknoll	69 points
6th	Le Jardin	76 points
7th	Sacred Hearts	87 points
8th	Academy of the Pacific	110 points

The Varsity season came down to the wire with Maryknoll closing the gap on Punahou on the final day. Sacred Hearts top team Tina Pryne and Jackie McLaughlin sailed well on the final day with back to back bullets to hang on to third place. The results are as follows:

1st	Punahou	74	points
2nd	Maryknoll	86	points
3rd	Sacred Hearts	191	points
4th	Mid Pac	196	points
5th	Iolani	201	points
6th	Waldorf	245	points
7th	Le Jardin	328	points
8th	Academy of the Pacific	327	points
9th	Assets	367	points

Earlier in the season, an elimination series was held to see who would represent Hawaii at our district championship in California. Three Hawaii teams traveled to the district gold fleet championships at Encinal Yacht Club in Northern California and one team traveled south to the Silver fleet championships in Coronado, California. Of the teams that traveled north, Kalaheo placed 6th of 22 teams followed by Punahou in 8th and Mid Pac in 20th. Each team improved on their performance from previous years and this marked the first time that two Hawaii teams cracked the top ten.

Sacred Hearts traveled to the Silver fleet for the third time and improved to a 14th place of 19 teams. The California teams are not just the measuring stick for Hawaii but for the entire country.

It is encouraging that the Hawaii Teams are continuing to improve. We first began taking teams to the districts in 1999. For several years teams were at the bottom of the scoreboard in large part due to Hawaii team's inability to sail with a larger fleet—Most fleets in Hawaii have ten or fewer boats on the line. The current ILH season had up to 21 boats on the line for the Varsity season. Teams improved dramatically over the season to the point where they sailed in some challenging conditions.

I hope to see more teams, in the future, traveling to the district championships. It is a great way to meet new people and improve skills.



Photo: Hawaii sailors go downwind during the Dole regatta.

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# Notice of Race

## Great Oaks Invitational Regatta

### NOVEMBER 12th and 13th, 2005

Southern Yacht Club, New Orleans, LA.

Hosted by SEISA, Tulane University, the University of New Orleans, and Southern Yacht Club

Barbara White, wife of ISSA President Larry White, presented the ISSA with the Great Oaks Trophy "In memory of Joe Becker and his Great Oaks Camp on Saturday Pond in Maine and in honor of Larry White who learned to sail there." The trophy is of finished oak with bronze casting and plates.

#### 1. RULES

The regatta will be governed by the revised 2005-2008 Racing Rules of Sailing, the Prescriptions of US SAILING, the ISSA Procedural Rules, this Notice of Race, and the sailing instructions. The regatta is classified as a Category A event.

#### 2. ELIGIBILITY

2.1 A school that has been a continuous member of ISSA and has not qualified for the Mallory or Baker Regatta in the past four years or one that joins this year for the first time is eligible to enter the selection process in its district. Selection for competing in the Great Oaks Regatta is by district initiative, with a sailing elimination preferred.

2.2 A team is comprised of no less than two nor more than four sailors who are full-time students in the school they represent. Each team will sail one 420. Competing schools must be current members of ISSA. NO STUDENT BELOW THE 8TH GRADE SHALL BE ELIGIBLE TO COMPETE. Sailors must be accompanied by a designated adult chaperone, who may be an advisor, coach or parent and must be recognized by the school.

2.3 The regatta has 35 berths, which will be allocated based on the following quotas: New England-4, Southeast-9, Northwest-3, Mid-Atlantic-4, Mid-West-4, So. Atlantic-6, Pacific Coast-5.

2.4 Entries should be returned to Cal Herman, Regatta Chairman, 7038 Catina St., New Orleans, LA 70124 HOME: 504-282-1770; OFFICE 504-569-2429; E-MAIL callender.herman@wachoviasec.com

#### 3. ENTRY AND COMMUNICATIONS

3.1 Eligible schools and sailors must enter by filing an official entry form with the Regatta Chairperson prior to October 26, 2005. Entry fee must be included with the entry form. Liability and medical release forms will be required at the time of registration at SYC. Make check for entry fee and check for damage deposit payable to: Southern Yacht Club and mail to: Cal Herman 7038 Catina St. New Orleans, LA 70124

3.2 ISSA membership will be verified at the time of final registration at the regatta site.

3.3 Invited teams that are unable to compete must notify Cal Herman at the host venue as well as ISSA as soon as possible. ISSA will reallocate vacant district quotas.

#### 4. ENTRY FEE (separate check)

There will be an entry fee of \$100 per team. Four food packages and four t-shirts are included in the entry fee.

#### 5. BOATS

Club 420s without trapeze or spinnaker gear will be provided for all competitors by SYC, Tulane Univ., and University of New Orleans

#### 6. BOAT DAMAGE DEPOSIT (separate check)

The MANDATORY boat damage deposit of \$100 and must accompany the entry form.

#### 7. SCHEDULE

Friday, November 11, 2005

1400-1700 Registration at Southern Yacht Club.

Competitors must have completed registration to get a boat for practice.

1400-1700 Boats available for practice

Free evening — dinner at club optional

Saturday, November 12, 2005

Continental breakfast at SYC

0830-0900 Last-minute registration

Fleet rigging

0900 Sailors Meeting - MANDATORY

1030 First warning. Racing will continue throughout day.

Lunch and break

Free evening — dinner at club optional

Sunday, November 13, 2005

0830-0900 Continental breakfast at SYC

0830-0900 Rigging

1030 First warning. Racing to continue throughout day.

Lunch and break

1600 FIRM DEADLINE — after which NO RACE will be started

1700 After-race snack and Trophy Presentation

#### 8. RACING AREA

Racing will be on Lake Pontchartrain, northeast of the SYC clubhouse.

#### 9. COURSES

Based on conditions, the Race Committee will determine the courses. Short college-style course are expected to be used.

#### 10. SCORING

The regatta will be scored using ISSA Procedural Rules. A "fast track" preliminary protest hearing will be used. Details will be outlined in the Sailing Instructions.

#### 11. HOUSING

Housing will not be provided. Contact Regatta Chairman Cal Herman for Hotel Information, address listed in paragraph 2.4.

E-MAIL callender.herman@wachoviasec.com.

#### 12. FOOD/BEVERAGES

Four packages are included in the entry fee. A food package will be available to additional sailors and to accompanying chaperones at \$22 each. The package will consist of 2 continental breakfasts, 2 boxed lunches, and a snack after the day's last race. On-the-water beverages will be furnished as part of the package as well.

#### 13. TRAVEL AND TRANSPORTATION

New Orleans International Airport is by far the most convenient airport.

Teams are responsible for their own transportation.

#### 14. COACHING

No coach or parent boats will be allowed. Spectator boats will be provided. The penalty for failing to comply with this requirement may be disqualification of any team associated with the infringing support personnel.

#### 15. PRIZES

Prizes will be awarded to those teams placing First through Fifth.

#### 16. OFFICIAL NOTICE FOR ALL GREAT OAKS REGATTA PARTICIPANTS

No contestant shall use, either on or off the water, alcoholic beverages (beer, wine, and distilled spirits), or use any controlled substance (marijuana, cocaine, etc.), the possession of which is unlawful. Infringements of this regulation and/or other discipline expectation occurring during November 11th, 12th and 13th 2005 may be the basis for disciplinary action. Discipline problems and this regulation's enforcement will be handled promptly by an adult Discipline Hearing Board which will consist of three adult members; the Regatta Chairperson, a member of the ISSA Board of Directors, and the Chief Judge. Said Board shall, at a time and method selected by them, meet to hear said problem and their decision to impose scoring penalties, or other sanctions they alone deem appropriate, including summary removal from the entire regatta, shall be final without appeal permitted.

# CRESSY TROPHY NOTICE OF RACE

Hosts  
Pacific Coast Interscholastic Sailing Association  
Hawaii and the Waikiki Yacht Clubs  
Honolulu, HI  
**November 25-27, 2005**

## 1. RULES

1.1 The regatta will be governed by The Racing Rules of Sailing 2005-2008, the Prescriptions of US SAILING, the 2005-2008 ISSA Procedural Rules, this Notice of Race (except as changed by the sailing instructions), and the Sailing Instructions. Advertising will be restricted to Category A.

1.2 Appendix P will be in effect for this regatta.

## 2. SAFETY

All competitors must wear USCG approved Type III lifejackets at all times while on the water.

## 3. ELIGIBILITY

3.1 Competing schools must (mandatory) be members of ISSA. A team is comprised of one competitor.

No student below the level of 9th grade shall be eligible to compete.

3.3 Competitors must be accompanied by a designated adult team leader—chaperone, who may be an advisor, coach or a parent recognized by the school.

3.4 Selection of competing schools for the Cressy Trophy will be by district elimination. The regatta has 16 Full Rig and 16 Radial rig berths, which will be distributed based on the quotas determined by ISSA. These quotas will be posted on the ISSA Website.

Interested Competitors should contact their District Directors to find out details on district qualifiers. The representative district should then notify PCISA with the regatta results i.e. sailor's name, rig and school address.

## 4. ENTRY AND COMMUNICATIONS

4.1 **Entry Deadline: Entry application, including all fees, must be received by October 25, 2005. ISSA will begin reallocating open spots on Oct. 26.**

4.2 Send all forms and payment to: Cressy Registration, Waikiki Yacht Club, 1599 Ala Moana Blvd. Honolulu, Hawaii. 96814

4.3 Eligible competitors must enter by completing an official entry form and payment.

4.4 Competitors unable to compete must notify the Regatta Chairperson and ISSA as soon as possible.

4.5 If a district is unable to send the number of competitors that it has been allocated (see paragraph 3.4 above), ISSA will allocate the vacancy to another district. The first open allocation will go to the host district.

## 5. ENTRY FEE

5.1 The entry fee is \$55 per competitor. This fee includes two continental breakfasts, two box lunches and a dinner.

5.2 Make checks payable to Waikiki Yacht Club.

5.3 Meal packages are also available for Coaches and Parents for \$40.00 and must be indicated and paid with the entry application.

## 6. DAMAGE DEPOSIT

6.1 A damage deposit of \$250.00 will be submitted with each entry. This is refundable if the boat and gear are returned undamaged.

6.2 Deposit shall be made by separate check made out to Waikiki Yacht Club.

6.3 In the event that damage to a boat cannot be attributed to a particular competitor, the repair cost will be divided evenly between all the teams competing.

## 7. BOATS

7.1 Vanguard supplied Lasers and Laser Radials shall be used.

7.2 There will be no rotation of boats. The boat shall be sailed "as supplied." Except as allowed by 7.3, no changes or additions or alterations to the spars, sail, hull, lines and fittings shall be made.

7.3 Competitors may bring telltales for sails, and an elastic cord to tie up the hiking strap.

## 8. SCHEDULE OF EVENTS

### **Friday, November 25, 2005**

1000 - 1700 Check in at Waikiki Yacht Club. Sailors must check in and pick up packet before the boats are available for practice. No check in prior to 10:00

2:30 Practice Race # begins. 3-5 races will be attempted.  
Full rigs will start first, followed by a Radial start.

### **Saturday, November 26, 2005**

0830 Rigging of Boats.

0900 Competitors Meeting

A total of 12 Races are scheduled for the series. In the event that fewer races are completed, the regatta will be scored based on the number of completed races.

1030 First Warning. Racing will continue throughout the day.

1200 A lunch break will be taken on the water around noon.

Racing will continue until late, weather permitting.

### **Sunday, November 27, 2005**

0900 Rigging of Boats.

1000 First Warning. Racing will continue throughout the day.  
A lunch break will be taken on the water around noon.

1600 No race will be started after this time.

1700 Trophy Presentation.

Changes to schedule will be posted on the Notice Board.

## 9. SAILING INSTRUCTIONS

Sailing instructions will be available during registration on Friday.

## 10. RACING AREA

All races will be sailed off of Magic Island outside the Ala Wai Channel.

## 11. COURSES

Based on conditions, the Race Committee will determine the courses. The Race Committee will try to use a target time of 18-25 minutes for each race.

## 12. COACHING

Spectator boats will be available. If one coach per school has water access, coaching will be permitted between races. Spectator boats will be anchored. Coaching will only be allowed from designated spectator boats.

## 13. PRIZES

Prizes will be awarded to schools placing 1st, 2nd and 3rd in both the full rig and radial division. The winning skipper in the Full Rig and Radial Division will have their names engraved on the perpetual Cressy Trophy.

## 14. IMPORTANT NOTICE TO ALL CRESSY CONTESTANTS:

**No contestant shall use, either on or off the water, alcoholic beverages (beer, wine, distilled spirits), or use any controlled substance (marijuana, cocaine, etc.), the possession of which is unlawful. An alleged breach of this rule and/or other disciplinary matters that occur on November 25, 26 or 27, 2005 may be the basis for a hearing under rule 69.1. The protest committee for such a hearing will be the Regatta Chairperson, a member of the ISSA Board of Directors and the chairperson of the protest committee.**

## 15. REGATTA CONTACTS

### **Regatta Chairperson and Registration:**

Connie Smales

Phone 808-834-1144

Fax 808-834-1232

E-mail [connie@plywoodhawaii.com](mailto:connie@plywoodhawaii.com)

# **Be Patient When Going Downhill**

## **by Ned Jones**

We all know there are big gains to be made sailing downwind. We are also quick to forget that big losses can occur just as easily. Rarely does one benefit from taking a big risk on a downwind leg. However, good sailors will make big gains by capitalizing on the mistakes others make when going downwind. The following are some reminders that help one sail conservative downwind, and, at the same time, will help one gain places.

### **On the Reaches**

#### **Sail the Shortest Distance**

This sounds simple, but we often forget this during the course of the race. It is easy to become focused on passing boats. More often than not, when we are behind, we look for ways to get ahead quickly. This is just the time when we need to screw our heads on straight and think rationally. Think about what your strategy is. Racing strategy is defined as the course one sails in the absence of all other boats on the racecourse. This is what my wise coach from Boston University, Brad Churchill, calls, "the race against time." When we are behind, we often react to what the boats ahead are doing, and do the opposite, in hopes that we will pass them. Occasionally the gamble works, and we make a gain. But usually, we increase our losses, and increase the time it takes us to get around the racetrack. We all know that the shortest distance between two points is a straight line. We also know that on a reach, sailing the rhumbline will usually get us from one mark to the other in the shortest possible time. Keep "the race against time" in mind as you read these other tips for downwind strategy.

#### **Look for the Puffs**

Racing sailors are always trying to sail in more breeze. On the downhill legs, keep looking behind for the puffs. Sail slightly higher than normal in a lull, to get to the next puff. Once in the puff, ride that extra breeze back down with increased speed. This is the actual way one would sail down a reach, in the absence of other boats, sailing slightly higher than the rhumbline in the lulls, until connecting with the next puff, which you take back down to the rhumbline, or maybe even below the rhumbline.

But throw in those other boats, and things get a bit more complicated.

#### **Sail for Clear Air**

This is another basic principle, but one that is often forgotten. Not much changes going downwind, since everyone is going in the same direction. So sailing for clear lanes is one of the only ways to make gains. Every time someone is one your breeze, others are gaining on you. Every time you are sailing in clear air, you are gaining on every boat that has someone on his or her wind shadow. But, do not get in unnecessary luffing matches in order to keep one's lane clear. This is the worst thing you can do, for you will end up sailing unnecessary extra distance. The boats ahead and the boats behind will gain on you, and you will lose valuable seconds in your race against time. Always think of the other boats as roadblocks in your race against time.

Some simple planning will prevent 99% of all luffing matches.

With a pack behind, get high, with a pack ahead, come down.

Before you round the windward mark, assess the situation. I have my crew ask me what our plans are a few boatlengths before each mark rounding. This helps me get my head out of the boat, and get in touch with our strategy for the next leg (remember

that you don't have this luxury in a singlehanded boat). One of the things I look for when asked this question at a windward mark, or a gybe mark, is whether there is a pack of boats ahead of, or behind us.

When there is a pack of boats behind, do not turn immediately down to the reach mark, for the boats behind will surely get high on you, and try and roll you. Reach a bit higher than normal for a boatlength or two. This will send the message to the boats behind that you are serious about keeping your lane clear. Almost all the time, this will prevent the boats immediately behind you from trying to roll you. It is important to get high and stay high when there is a pack behind, for once you get rolled by one of the boats, they will all roll you. I realize that sailing this extra distance will lose you seconds in your race against time, but it is necessary to maintain your current position in the fleet.

When there is a pack of boats behind, come down. Rounding behind a pack is a great opportunity for those that stay patient. The boats that are ahead are forced to sail high in order to maintain clear lanes, and some of them are inevitably involved in luffing matches. So take advantage of this opportunity, and stick to the rhumbline. The next time you are watching a race go down a first reach, drive behind the windward mark, and line it up with the gybe mark. You will be surprised to see how high most of the fleet is sailing, and how much can be gained by sticking to the low road when given the opportunity.

Remember to be patient on the low road though. Stay low until you get to the next mark. This is not as hard to keep in mind on the first reach, where the low road is also inside. It is still advantageous to remain low all the way to the end on the second reach, where the high road is also inside. Since high is also inside on the second reach, the fleet tends to sail higher on the second reach, especially at the end of the reach. Stick it out on the low road, and you will notice even more open space as you go down the leg. Remember that inside overlaps only need to be established at the two-boatlength circle. Most people start setting up for the rounding way before that. Try staying low, and then shooting high to get an overlap at the last second.

Better yet, consider staying low and rounding on the outside. This is contrary to every rule you have been told. Even the all important one your coach taught you about slowing down, and letting the boats who are inside of you round ahead, so you can make a clean rounding by yourself. It is often the case in big fleets that large packs of boats are too hard to sort through. A large pack of boats will round a mark very slowly, and there is often a slew of people trying to slow down and round behind those inside of them. There are also others crashing into each other, and still more taking overlaps where they do not deserve them. If the pack is big, avoid it, and round outside. The important thing here is to close reach for a bit, and get around the pack. A large pack of boats will cast a big windshadow, and heading up to closehailed immediately will spell certain death for you boatspeed-wise. Just after rounding the mark, look for a place to tack, for there will most definitely be boats ahead, that rounded properly, who will be sailing on your breeze. THIS IS NOT A MOVE TO BE DONE FREQUENTLY, but it can cause you big gains if the situation is right.

***Think of the reach as a place to set up for passing boats later.***

There are many times when there is simply no opportunity for gain

**continued on page 16**

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## **Be Patient When Going Downhill-** **continued from page 15**

on a reach. At times like this, it is important not to get hasty. Don't try and make something happen. Be patient, try and gain distance on those ahead, and try and separate from those who are behind. Bide your time, and try and set up for a gain at a rounding, or on the upwind leg. Smart sailors pass boats when they can, and have the patience to realize when they cannot.

On the Run

Many of the same rules apply

-Sail in clear lanes.

This is much easier to do on a run, for you have more freedom to spread out laterally. Sailing in bad air on a reach is sometimes necessary. On a run, it is inexcusable.

-Look for the breeze.

Just as you have more freedom to choose your lane downwind, you have more freedom to sail for breeze. Look behind, and sail for the puffs.

-Remember to sail the race against time.

-Sail the proper angle.

If you sail a boat with at least two sails, and you do not have telltales on your shrouds, then you are doing yourself a huge disservice. Put telltales on your shrouds, and make sure that the telltale on the windward shroud is always pointing slightly inboard. This means that the breeze is blowing over your windward quarter, and you are not sailing by the lee. You never want to sail by the lee in a boat while sailing wing-on-wing, or with a spinnaker up. If you find yourself sailing by the lee, either head up, or gybe, depending on what your plan is. Make sure you do one or the other, for when sailing by the lee, the mainsail is blanketing the jib or the spinnaker (depending on what boat you are sailing), thus your boat's sail area is not being used to its full potential. This is a major key to sailing fast downwind.

If you are sailing a boat that only has a mainsail, then you do not want to be sailing by the lee while running. However, this is not as important as it is to not sail by the lee in a multi-sail boat.

-Don't be afraid to gybe.

There are three reasons to gybe on a run

To get a clear lane.

To sail to a puff.

The other gybe will be a better angle.

Do not be afraid to gybe for any one of these reasons. Most boats become complacent with sailing on starboard tack after setting at the windward mark. If a puff comes in from the left side looking downwind, there are often big gains to be made by the boat who gybes for this puff, while every one else is on the starboard tack train. Get in the habit of gybing for better breeze, a better angle, or to keep your lanes clear. You will notice yourself picking off boats as you do so.

If you do not gybe because you are not good at gybing, then get good at gybing. Your boathandling should be polished enough that any move you lose very little by having to gybe.

Keep these tips in mind the next time you are on the racecourse, and as always, please email us if you have any questions.

Good Luck!



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# REPORT OF THE NOMINATING COMMITTEE

The current ISSA Nominating Committee has been faced with a formidable job, given the decisions about ISSA organization approved at the spring meeting. Not only must we come up with a slate of Board members, officers, district representatives and at-large members, but the members of the new Board will be expected to contribute considerably more than Directors in the past.

With that in mind, we have urged districts to propose at-large members who can contribute to ISSA during the upcoming year. We sought Directors who are interested in ISSA as a nationwide organization, can attend Board and member meetings, and have the time and talents to undertake particular projects and make decisions affecting the whole ISSA membership. Frankly, during the crucial transition we felt that ISSA must severely limit the number of our at-large Directors elected to the Board based solely on their district involvement.

We have sought very broad inputs and, unfortunately, have received very little helpful feedback, and hence the attached list has few changes from prior years. Thus we must look to the new Board to continue the evolution to best meet the future requirements of ISSA.

Ray Teborek, Chairman  
Tom Monkus  
Roger Rawlings  
Bill Schneider  
Jeff Spranger

## Proposed Slate of Officers

1	Tim Hogan	Vice President
2	Roger Rawlings	Vice President
3	Ray Teborek	Vice President & Treasurer
4	John Vandemoer	Secretary
5	Kevin Baker	
6	Burke Thomas	
7	Bill Campbell	
8	Chris Clement	
9	Wayne Cutler	
10	John DeMeyer	
11	J.P. Fasano	
12	Guy Fleming	
13	Steve Gay	
14	John Gutenkunst	
15	John Gervais	
16	Rob Hurd	
17	Ted Kaczmarski	
18	Dan Zwerg	
19	George Linzee	
20	Tom Monkus	
21	Shawn Ryan	
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23	Don Shea	

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