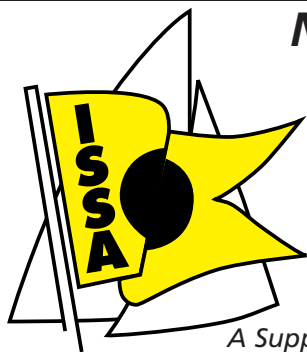


ISSA NEWS



**Newsletter of the
INTERSCHOLASTIC
SAILING
ASSOCIATION
Founded 1930**

A Supporting Member of US SAILING

VOLUME 15 - ISSUE 1 - Winter/Spring 2006



Left to right: SAISA sailors Mitch Hall, Zeke Horowitz, Chris Enger, David Hernandez, Fred Stammer & Sarah Lihan. Photo: T. Monkus

IN THIS ISSUE...

- ◆ Read about the winners of the Cressy and Great Oaks Championships... **PAGES 1 & 3**
- ◆ ISSA Partner Vanguard gives layline tips ... **PAGE 5**
- ◆ Gavin O'Hare gives upwing racing tips.... **PAGE 7**
- ◆ Read about a New Team Success Story... **PAGE 10**
- ◆ ISSA Board members meet to award volunteers and administrate ISSA for the future.... **PAGE 12**
- ◆ ISSA announced Annual Fund Drive ... **PAGE 16**



Maegli and Hall win Cressy Nationals in Hawaii

By Guy Fleming

The High School National Championship for the Cressy Trophy was sailed in Laser Full Rigs and Laser Radials from November 26-27. The event was held in southerly breezes with a large swell on Saturday and a dying southerly and relatively calm seas on Sunday.

While the conditions changed dramatically over two days, the results of the top sailors proved that they could sail in all conditions. In the full rig division, Juan Maegli of Portsmouth Abbey School dominated the fleet with a total of 35 points over 11 races. Similarly, Mitch Hall, in the radial division, proved he was equal to the task with 36 points over eleven races.

Local Sailor, Drew Robb from Punahou School, sailed well in both conditions to finish the series in 2nd place in the full rig division.

Standard Rig

| | | |
|----------------|-----------------------------|-----------------|
| Juan Maegli | Portsmouth Abbey School, RI | 1 st |
| Drew Robb | Punahou School, HI | 2 nd |
| Zeke Horowitz | Pine View School, FL | 3 rd |
| Blake Warner | Calvary Chapel, CA | 4 th |
| Fred Backstrom | Plano School, TX | 5 th |

Radial Rig

| | | |
|-----------------|------------------------|-----------------|
| Mitch Hall | Seminole High, FL | 1 st |
| Jesse Kirkland | Tabor Academy, MA | 2 nd |
| Kyle Rogachenko | Methacton, PA | 3 rd |
| David Hernandez | Miami Killian, FL | 4 th |
| Martin Sterling | Naval Academy Prep, RI | 5 th |

All in all there were 34 sailors from around the country sailing in ideal onshore conditions in tropical waters. The sailors from the Midwest were grateful to see that the water was not white and hard.

Many thanks to event co-chairs Connie Smales and John Myrdal for putting all the details together. Thanks also go to the many committee chairs including Joe Cochran on race committee and Cy Gillette and the judges committee.

Vanguard put together some beautiful boats for the event with the majority of boats staying in Hawaii. Of the 34 boats used in the event, 28 are staying in Hawaii, so the Laser fleet should be healthy for years to come.

And finally, congratulations to all of the competitors, I can say that the level of competition in single handed boats is on the rise. The conditions were challenging but the sailors were up to the challenge.





President's Message

As the new president of ISSA, we have experienced many firsts this fall. After the unfortunate events in New Orleans with Katrina, Steve Gay and Chris Clement reorganized and moved the Great Oaks Regatta to Austin Yacht Club in Texas. The University of Texas and Austin Yacht Club provided 18 CFJ's with 33 teams participating.

This year's Cressy was held for the first time in Hawaii over the Thanksgiving weekend. The sailors, race committee and judges all experienced windy and rough conditions on the first day and variable conditions on the second day. Our thanks to Guy Fleming and his group for running the event and Juan Maegli from Portsmouth Abbey and Mitch Hall from Semiole High School for winning the Cressy full rig and radial trophies.

The 20th annual Anteater Regatta was scheduled for December 10th and 11th at the Newport Harbor Yacht Club. All 49 teams had a very nice time in the sun but for the very first time we couldn't run any races due to the lack of wind. Thanks to the UCI sailing team and NHYC for attempting to run the regatta.

Our new board has been meeting on a regular basis with new committee heads. We are actively pursuing a fundraising campaign to assist ISSA's numerous educational and regatta programs.

Tim Hogan, President

INTERSCHOLASTIC SAILING ASSOCIATION, INC. OFFICERS

President: Tim Hogan
714-434-4400
thogan@warmingtongroup.com

Vice Presidents: Roger Rawlings
860-435-3020
rrawling@hotmail.com

Secretary: John Vandemoer
773-477-6951
vandemoer@sbcglobal.net

Treasurer: Ray Teborek
312-364-8464
rtborek@williamblair.com



*Celebrating our
75th year*

Mark Your Calendar...

2006

March 4, 2006

Spring meeting of ISSA members in Chicago, IL

May 13-14, 2006

Mallory Championship for the doublehanded title will be held in Grrosse 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

September 30, 2006

Annual meeting of ISSA, Newport Beach, CA

October 28-29, 2006

The Cressy Championship for singlehanded titles will be held at Indian River YC, Greenwich, CT, hosted by NEISA

November 11-12, 2006

The Great Oaks Championship - site to be determined, hosted by SEISA.

**Get more news from
ISSA Districts through site links on
www.highschoolsailingusa.org**



Great Oaks Regatta '05

Austin Yacht Club and Southern Yacht Club

The regatta began immediately after the Skippers meeting with the planting of a "Great" Oak tree in a ceremony lead by Matt Largess from Kingstown, RI. Matt provided the tree and the planting was to renew the spirit of the Southern Yacht Club and all the high school sailing they support.

The University of Texas and the Austin Yacht Club provided (18) 2005 model FJ's and sailing began in a south 15 mph breeze. Skies were partly cloudy and temperature was mid 80's. 33 teams from as far away as Hawaii (3 teams), Maine, Washington State, Florida, Minnesota and every between competed. The 1st 17 teams sailed one race then rotated to the 2nd 16 teams. Rotation continued until the groups sailed 8 races (4 races each). A 9th Race was held but thrown out to keep selection for Gold and Silver fleets even since time precluded a 10th race. Wind died throughout the day and varied a lot. Several protests were filed and all but 1 were settled in arbitration. 1 protest was heard and resulted in DSQ. All were treated to a Chili and Tamale dinner at AYU.

On Sunday 16 teams advanced the Gold Fleet, one retired and the remaining 16 sailed in Silver Fleet. Sunday brought wind challenges to the racers and the RC as fast moving dry front passed over at noon. Races began in a steady but light 4-5 mph southwesterly with sunny skies and mid 80 temperatures. The wind died and filled in new directions from E to SSE to S to SW to W and back and forth. RC was quick and started and sailed each race both starting and finishing with the wind from the same direction although velocity varied a lot. Mark set boats were exhausted. Several postponements occurred but in the end each Fleet sailed 4 races. 1 Protest was filed and resolved in arbitration with a 40% penalty applied.



Results as follows:

Gold Fleet

Wayzata (MN)
N. Kingstown (RI)
Xavier (CT)
Pine Crest (FL)
Brother Martin (LA)
LaSalle (FL)
Evanston (IL)
Webb School (TN)
St Martin's Episcopal (LA)
Sacred Heart (LA)
Sacred Hearts (HI)
Los Alamitos (CA)
Shorecrest Prep (FL)
Cheverus (ME)
St Stanislaus (MS)
Martha's Vineyard (MA)

Silver Fleet

East Lyme (CT)
Latin School (IL)
Lutheran South (TX)
St Thomas Aquinas (FL)
Clear Creek (TX)
Walter Payton (TX)
Mid-Pacific (HI)
Punahou (HI)
Lake Dallas (TX)
Hilton Head Prep (SC)
Lake Travis (TX)
St Mary's Ryken (MD)
Rockwall Heath (TX)
Cedar Park (TX)
Port Angeles (WA)
Niceville (FL)

Congratulations to:

Gold - Wayzata HS

(Bill Siemers, Kaye Siemers, Katie Culhane, and Eric Sauter)

Silver - East Lyme HS

(Dan Perkins and Kelly Stannard)

Thanks, Vic Manning (PRO), Mike Posey (CJ), Bill Simpson (J), John Diggins (J), cast of many

Sportsman was at an all time high, congratulations to all.

-Steve Gay, Regatta Chair



C
FJ4
D

Here's One Class You'd Better Pay Attention In.

Vanguard is proud to build the boats that challenge high school sailors at all levels — from local regattas to the Mallory Championship. Hey, you may not get an A in Physics, but you still have a chance to finish at the head of your class — Laser, Radial, C420 or Club Flying Junior. Visit us at www.teamvanguard.com.



The Layline Battle

by Ned Jones

Vanguard Sailboats
One Design Services



The typical traffic pattern for a first beat sees a large concentration of boats early in the race (on the starting line) which spreads out as the fleet sails up the course, and each boat follows their respective strategy as best they can. Gains and losses are made on the beat due to differences in wind direction, wind velocity, and/or current strength. The degree of gain or loss caused by one of these variables is generally greater when there is more separation between boats. For example, a five-degree shift that occurs halfway up a beat will result in a relatively large gain for those on the left side of the course, since the fleet will be the most spread out at this point.

However, things change at the top of the beat, when the fleet is forced to converge at a single point, the windward mark. Many find course management in this portion of the race confusing and stressful, for there is an abundance of boats in a very small area, and decisions must be made quickly. However, strategy at the top of a beat actually becomes straightforward, due to the close proximity of all the boats. A few guidelines can make this part of the race very simple.

Why?

A five-degree left shift at the end of a beat is not as significant as the five-degree left shift that occurred in the middle of the beat because the fleet is closer together. The advantage gained by any windshift, velocity change, or current variance, will be the smallest in this part of the race. Thus, these things deserve less attention. Environmental changes should not be totally dismissed at the end of an upwind leg, but try putting these two thoughts first in your mind when you arrive at this section of the race course,

Sail in Clear Air

As always, sailing in a clear lane should be a high priority. Sailboat racing is a game of inches, especially at the end of a beat. Anytime you are not sailing in clear air, you are losing valuable distance to those who are.

Get to the Starboard Layline First

The top portions of the windward leg can often be considered a race to the starboard layline. Your goal here is to be on starboard during your final crossing situation with the boats around you. For a port-tack boat approaching a starboard tacker who is on the layline, one foot short of crossing is the same as one boatlength behind, since they must fully duck the starboard tacker boat, then tack to windward and behind on the layline.

So if all else is equal, you should always try to lead boats to the starboard layline. For example, you are on starboard tack, near the windward mark, and you are not on the layline. You have a group of three port tackers approaching. The conservative move here is to tack to leeward and ahead of this group of boats and lead them to the starboard layline. You will then be the first boat in this group on starboard tack, on the layline. Provided your tack is made directly on the layline, any boat that has a crossing situation with you will be forced to duck and tack to leeward and behind.

Consider what happens if you do the opposite move now. You are again on starboard tack at the top of the windward leg, but not on the layline. The same group of three port tackers approaches you, and they all duck you. If any one of these boats gains one foot before you cross paths again, they will be ahead of you. Why? Because they will

now be on starboard and you will be on port. They will have right of way during your last crossing, and since they gained just one foot, you will have to duck them, and tack to windward and behind.

This does not mean the one should blindly sail for the starboard layline. There may be some advantage near the port layline that presents an opportunity for a significant gain. But before going after that beautiful puff on the port layline, make sure you can come back across without getting into much traffic. If the seats are already filling up on the starboard layline, that puff is probably not worth sailing for. Chances are, any gain made by sailing to favorable breeze on the port layline will be washed out when you have to duck several boats on the starboard layline while looking for a hole to tack into. Furthermore, if you are not one of the top seven boats in the fleet, it is often disastrous to sail to the port layline due to traffic and bad air from those who have already rounded the windward mark and are now sailing downwind on starboard tack.

Generally, when arriving at high traffic areas like the windward mark, it pays to simplify one's strategy by putting environmental factors (wind shifts, velocity changes, or current) in the back of one's head. Thinking purely in terms of boat to boat positioning will clarify the situation by minimizing your risks.

ISSA Sailor? Need Stuff?

*APS offers special pricing
for all your wet gear needs.*

For details visit...

www.APSLTD.com





ISSA NEWS

From the Race Operations Committee

The 2006 Cressy Regatta was a huge success in Hawaii. Guy Fleming, Connie Smailes and their crew of volunteers did a wonderful job in organizing and running the event. A hearty Aloha to their team, Waikiki Yacht Club and Hawaii Yacht Club. Special thanks to Brock and Team Vanguard for a well organized move from the collegiate event to the high school event. Twenty eight of the thirty two lasers are staying in the Islands. Look out for future Hawaii singlehanded stars.

After a year of use, there are some changes that are being contemplated for the Procedural Rules. Without going into detail, the Ops committee is looking at changes in PR 2 Lifejackets, 7 changing of courses and recall procedures, 8 coaching limitations, 9 scoring, 16 protest submissions, and others.

John Vandemoer has offered to do some work in organizing a set of Conditions of Race for each of the Cressy, Mallory and Baker regattas. This is an effort to standardize the regatta procedures for any venue that the sailors visit. We are also working on a set of standard Notice of Race and Sailing Instructions for all the events in an attempt to lessen the paperwork load when a venue is awarded one of our championship regattas. Getting the paperwork done should not be a deterrent in wanting to host one of our regattas. Hopefully this will make the paperwork end easy.

Hopefully everyone is hunkered in for the winter, studying hard, and getting ready for the spring thaw and some fierce action on the race course.

--Bill Campbell



Photo: Judges, above, were up close for the Cressy. The Race Ops group, along with the Board of ISSA, make recommendations for Rule 42 observance and other Race Management issues to ensure our sailors have fair and equitable racing for all!

Preliminary Allocations Set for 2006-7 Championship Regattas

| District | Mallory | Baker | Cressy full | Cressy Radial |
|----------------|---------|-------|-------------|---------------|
| New England | 5 | 3 | 4 | 4 |
| Mid-Atlantic | 3 | 1 | 2 | 2 |
| South Atlantic | 3 | 2 | 3 | 3 |
| Midwest | 2 | 1 | 1 | 1 |
| Southeast | 1 | 1 | 1 | 1 |
| Northwest | 1 | 1 | 1 | 1 |
| Pacific | 5 | 3 | 4 | 4 |
| | 20 | 12 | 16 | 16 |

College Championship DVD's Sent to Schools

Have you Received Yours?

All schools that registered for the 2005-2006 school year were mailed a complimentary DVD of the 2005 Collegiate Championship made possible by Gill, Layline and Gary Jobson!

If you haven't received yours or seen it, check with your High School Advisor, Parent or Coach—whomever is the adult contact on the on-line directory of ISSA.

Projects such as these are made possible through our partners, our collaboration with the Inter-collegiate Sailing Association and Friends of ISSA who donate time, money and support to ensure High School sailing continues as strong as it is!

Future Projects

The ISSA Board is working on various projects to help promote High School sailing across the country.

♦ PowerPoint Presentation on High School Sailing.

This project is available through your District Director and can be customized to your area through the click of a mouse!

♦ Publications Available for Download

Keep your eyes on the ISSA website, as some of the publications such as "Starving a High School Team" will be available on the website. This popular publication will be updated and converted to a pdf format so you can print off your computer for use!

Reports from ISSA Districts

NESSA

At the Annual Meeting of the Association in November, NESSA completed its transition by electing a new slate of officers - Rob Hurd (Tabor Academy) becomes the new President, Doug Heil (Martha's Vineyard Regional High School) returns to the position of Vice-President after a stint as acting President since March when Jim Terkelsen went to Eckerd College and Evan Olmstead (Greenwich High School) is the new Secretary/Treasurer.

Together the new leadership team is moving forward with the agenda established last year. A new format for the NESSA Team Racing Championship (Mark Trophy) was unveiled that will increase the number for schools in the tournament from 8 to 12. NESSA has an elaborate system that ranks each school based upon their regular season record in team racing meets. We use a combination of the computer rankings and human polls to select the schools that qualify for our post-season championship. There was also a lively discussion about moving our NESSA fleet racing Championship (O'Day Trophy) into the fall season and separate high school sailing into a fleet racing season and a team racing season to follow the cross country and track model that athletic directors understand. In order to enact this dynamic philosophy switch there will be problems to work out, but every coach and advisor was charged with the task of investigating how this change could proceed at their school. Further discussion will happen at the next Annual Meeting. There was also a discussion about eligibility, post-graduate sailors, and number of years that a student should be allowed to participate in high school sailing. NESSA has a few member schools that accept post-graduates and from time to time, one of them is a sailor. Rather than impose a district rule, the membership asked that the topic be discussed at the ISSA level.

On the racecourse, there were several fall fleet racing regattas throughout the district the results of which are posted on the NESSA website - <http://nessa-sailing.org/race.htm>. Five NESSA schools competed very strongly in the ISSA Great Oaks Regatta in Austin, as did eight NESSA sailors at the Cressy in Hawaii, two with podium performances. This spring, NESSA prepares to host the ISSA Team Racing Championship (Baker Trophy) on the island of Martha's Vineyard and next fall, the Cressy will be held at the Indian Harbor YC in Greenwich, CT. Indian Harbor was the site of the first ISSA championship back in 1930 and we are excited about the return of high school sailing to this venue.

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

PCISA

The 2005-2006 PCISA season is off and running. 85 schools of various sizes make up a very active District. The PCISA District web site www.pcisa.org is an excellent resource for regatta, calendar, results and other information. Bookmark it today.

Sea Otter - October 15-16

The first regatta of the year - Sea Otter - was sailed in beautiful Monterey Bay October 15-16, 2005. Twenty-five schools competed in the event with power house Newport Harbor and Corona del Mar fielding also fielding JV teams.

Light and variable breeze over the weekend limited the action to just six races for each division. The Newport Harbor A Division Team of Michael Menniger with Brooke Thompson handling the crew duties led the A Division for the weekend carding a total of 10 points. Newport Harbor Varsity B Division was the low scoring team of the regatta with Cole Hatton and Kayla McComb posting a near perfect 7 total points in the six race set. Corona del Mar, Newport Harbor JV, Calvary Chapel and Marin Catholic rounded out the top five.

Anteater Regatta - December 10-11, 2005

For the first time that anyone can remember (and there are some long - read old - memories around the PCISA) a regatta was skunked by no, zero, nada breeze. That was the fate of the 2005 Anteater hosted by Newport Harbor Yacht Club and organized by the UC Irvine Sailing Team. PRO Mike Pickney waited it out and made several valiant attempts to fire off some races with no luck.

Rose Bowl - January 7-8, 2006

Stay tuned for results.

Cressy Eliminations - October 1-2, 2005

Laser Radials were sailed in Long Beach and hosted by the USSC. 15 races and 51 boats competed over the two day event in a medium range of conditions. Newport Harbor's Michael Menniger and Cole Hatton finished first and second with Claire Dennis from Woodside Priority School sailing extremely well to take the final qualifying spot. Newport Freshman Chris Barnard finished fourth.

Laser Full Rigs were sailed on the City front in beautiful San Francisco. St. Francis YC hosted the event. Sailors were treated to classic San Francisco conditions with big breeze and big current. Sixteen competitors were treated to 16 races. Sean Kelly from Marin Catholic sailed a very strong regatta never finishing worse than third in any race to capture first, Blake Warner (Calvary Chapel) and Brian Malouf (San Mateo), Colin Brochard (Salesian) and Freshman Caleb Paine (Point Loma) rounded out the top 5.

PACIFIC COAST ISSA

States: California and Hawaii

Contact: District Director John Gutenkunst, 415-389-8224

E-mail: gutenkunstsaildad@yahoo.com

District webstie: pcisa.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

MWISA

The Midwest continues to demonstrate an ever-growing enthusiasm for high school sailing. New sailors joined the ranks of Midwest high school sailors and several new schools went on the water for the first time as teams. A full 10-week schedule that began with the Sheridan Shores (Evanston, IL) Kick-off of Sept. 10 was completed with the Great Lakes High School Championships, November 13. Regattas were held in all three areas of MISSA and, despite high gas prices, sailors, coaches and parents traveled frequently and far - from Grosse Ile, MI in the east to Wayzata, MN in the west, with several stops in the Chicago area. Overall, high school sailing in the Midwest is growing.

New Trier High School (Winnetka, IL) continued to be a dominant sailing team winning several of the Fall regattas including the Great Lakes High School Championships (hosted by the Chicago Yacht Club) for a third straight year and sixth time in the regatta's 15 year history. Grosse Ile (MI) High School continues its phenomenal growth as a team and represented the Midwest at the ISSA Open in New London, CT. Competing for the first time in a national event, Grosse Ile captured 5th overall in challenging conditions. Evanston HS (IL), Latin School (Chicago, IL), Walter Peyton HS (Chicago) and Wayzata HS (MN) represented the Midwest at the Great Oaks regatta. In an exciting development, Wayzata HS won the Gold Fleet; Evanston followed with a 7th in that fleet; Latin captured 2nd in the Silver fleet, and Walter Payton (a first year school in the Midwest) placed 6th in Silver.

In October the Midwest held its qualifying regatta for the Cressy Single-handed Championship at the Sheridan Shores Yacht Club (Evanston, IL). There were a record number of participants (48!), many with aspirations of sailing in the sunny waters of Hawaii. The weekend brought extreme conditions with winds a constant 20+ mph and four-five foot wave sets coming out of the northeast. This was real Midwest Sailing on Lake Michigan! Two Minnesotans won their classes - Josh Garber (junior, Minnetonka HS, MN) qualified in the Full Rig class and Erik Bowers (sophomore, International School of Minnesota) in the Radial. Both boys sailed well in Hawaii - Josh finished 11th in his fleet; Erik came in 12th. Congratulations to both.

2005 was an election year for the MISSA board. Five new Vice Presidents were elected: representing the West section are Mark Bowers, Skip Wyer and Jeff Doubek; in the East we now have Matt DuBois; and representing the Middle section is Jeff Hudson. All of these gentlemen have demonstrated a love for high school sailing and are actively involved in promoting the sport. I was elected to continue in the president position. Jeff D. is sailing director for the Geneva Lake Sailing School (WI); Mark, Skip, Jeff H. and Matt each have kids sailing in high school programs. Each knows firsthand not only the demands but also the thrills and enjoyment of seeing our kids participate in such a wonderful sport. With these five gentlemen joining the board, the Midwest Interscholastic Sailing Association is in good hands and anticipating aggressive new growth from all areas of the District.

As the ice forms on our lakes and we're taking a well deserved break after an exciting Fall season. But as the snow falls, it warms our hearts knowing that there are only 73 days until the next Midwest Regatta - the Ice Breaker (March 4, 2006) in Chicago!

MIDWEST ISSA

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

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

E-mail: donshea2@sbcglobal.net

District website: <missa.net>

MASSA

Two district doublehanded events were completed in the fall season.

Norfolk Collegiate School from Norfolk, Virginia, won both of them, thus winning the MASSA fall championship. Norfolk Collegiate is coached by Liz Bower, Randy Stokes, and Eddy Wolcott, and sails at the Norfolk Yacht and Country Club. The two fall regattas were hosted by New York Maritime and Old Dominion University. A third district regatta was hosted by St Mary's College of Maryland, but, unfortunately, not enough races were completed due to lack of wind. MASSA District regattas are typically held on only one day to facilitate travel arrangements. The top five teams for the fall district championship were 1. Norfolk Collegiate, 2. Annapolis High School, Annapolis, Maryland, 3. St Anthony High School, South Huntington, New York, 4. Gunston Day School, Centerville, Maryland, and 5. Archbishop Spalding High School, Annapolis, Maryland. The spring schedule is currently being finalized. It will include two qualifying regattas for the Baker and the Mallory National Championships plus two district doublehanded regattas. The 4 MASSA Leagues will qualify teams to attend these District regattas and will also provide sailing events for JV teams and teams that failed to qualify for the District events.

MID-ATLANTIC ISSA

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

Contact: District Director Bill Schneider, 410-757-4729

E-mail: massa@toadmail.com

District website: <mariners@toad.net>

NWISA

The district held its 2006 Cressy Qualifier Regatta at the JAMS Regatta September 17&18 hosted by Port Madison Yacht Club. Eleven sailors competed in full rigs and 27 sailors competed in radials. A total of eleven races were sailed over the two days in light to moderate breeze. Kevin Grierson (Pt. Grey Secondary School) won in the full rigs while Michael Schalka (University Preparatory High School) came out on top in radials.

New to our district this October was the Four Winds Cup - a two day team race regatta hosted at camp Four Winds on Orcas Island. Ten teams participated in this event with team New Originals taking top honors.

The spring schedule has been set with all the teams looking forward to getting back on the water March 1. Our Kick-Off Regatta is scheduled for March 11 at Western Washington University, followed by the Dogfish Bay Regatta at Paulsbo April 8&9, Double-Handed Districts at Friday Harbor April 29&30 and Team Race Districts at Bainbridge May 6&7.

NORTHWEST ISSA

States: Washington, Oregon, Idaho and Alaska

Contact: District Director Burke Thomas, 360-376-2926

E-mail: woodsong7@centurytel.net

District website: <geocities.com/newcanvas>

SAISA

Currently there are 62 school teams registered in SAISA and approximately 18-20 regattas will be run during the school year. Four are a combination of District Championships and ISSA Qualifiers for the Great Oaks, Cressy, Mallory and Baker Regattas.

Cressy Regatta: September 10-11 we held our district singlehanded championship & qualifier for the 2006 Cressy Trophy. The Clearwater YC with the help of past Commodore David Billing hosted the regatta with the races being held in the Gulf of Mexico. The PRO Fairlie Brinkley was assisted by a number of the CYC race committee members as well as a number of volunteer parents from several different schools. The combination worked very well and everyone involved seem to enjoy the experience.

With chamber of commerce weather the sailing conditions were excellent. A total of forty competitors from 30 different schools competed this year. The Full Rigs completed 10 races and the Radials 9 races before everyone returned to shore tired, but having enjoyed some very close racing.

Over both days, only three rule 42 violations were flagged and because of the good sportsmanship of the competitors and their willingness to make their turns the Judges, Ann Newton, Rod Glover and Sylvia Mabe, were not required to spend any time in hearings. The top 3 Qualifiers in Full Rig were: 1st/Fred Strammer (Pine View School; Osprey, FL), 2nd/Zeke Horowitz (Pine View School; Osprey, FL), and 3rd/Christopher Enger (Sarasota HS; Sarasota, FL). Radial Rig: 1st/David Hernandez (Killian HS; Miami, FL), 2nd/Mitch Hall (Seminole HS; Seminole, FL), and 3rd/Sarah Lihan (St. Thomas Aquinas HS; Ft. Lauderdale, FL).

In Hawaii the qualifiers did quite well as 2 medaled and a third, David Hernandez from Miami Killian HS, was only 0.1 point out of 3rd place in the Radial Division.

Great Oaks Regatta: With the help of coaches Allison Jolly and Dave Fallon, our 7th Great Oaks District Championship for New Schools was held at the University of South Florida Haney Landing Sailing Center, St. Petersburg Campus, on October 8th, 12 teams registered. First place went to La Salle HS, Miami, FL for a second year in a row.

In Austin, the six SAISA teams finished as follows. In GP A were: 1st/Pine Crest (Ft. Lauderdale, FL), 4th/La Salle (Miami, FL), 11th/Hilton Head Prep (Hilton Head, SC). In GP B, first was Sacred Hearts from Hawaii followed by the SAISA teams in 6th/Wesley School (Knoxville, TN), 8th/Shorecrest School (St. Petersburg, FL), and 10th/St. Thomas Aquinas (Ft. Lauderdale, FL). The top finishing teams in both groups were then split into a Gold Fleet and the lower half became the Silver Fleet.

Mallory Point Series: Currently we are now into our doublehanded Mallory Championship series with 4 North Point regattas completed: the top 6 teams are Ashley Hall, Porter-Gaud HS, Wando HS, James Island Charter HS, North Mecklenburg HS and Bear Den High. In our South Point Series with 3 regattas out of 7 completed, the top 6 teams are: St. Thomas Aquinas HS, Pine View School, Lakewood HS, H. B. Plant HS, Martin County HS, and St. Petersburg HS. In this series each team has the opportunity to sail in at least 4 regattas out of the total scheduled in each area to be considered and participate in the district championship.

SOUTH ATLANTIC ISSA

States: North Carolina, South Carolina, Tennessee, Georgia, north Alabama, Florida (except Panhandle), and the island of the Caribbean

Contact: District Director Tom Monkus, 727-821-2628

E-mail: tpmonkus@saisa.org

District website: <saisa.org>

SEISA

SEISA had a few setbacks and a slow start this fall due to Hurricane Katrina. With Southern Yacht Club and Bay-Waveland Yacht Club destroyed by the hurricane, several schools in the area suffered fleet losses. However, these losses did not slow down the sailors. The turnout for the Cressy Eliminations at Houston Yacht Club was stronger than ever. Twenty-one schools joined SEISA/ISSA that weekend from across the district and thirty-two sailors participated in the event. It was interesting to hear stories from the sailors regarding the events of Hurricane Katrina. One sailor reported finding his Laser floating around in the 9th Ward a few days after the flood. Winners of the Cressy Eliminations were Fredrik Backstrom (full rig) and Johan Backstrom (radial rig), a couple of brothers representing Plano High School.

SEISA had a great turnout for Great Oaks. Ten teams made it to the event with four teams coming from the Louisiana/Mississippi schools. Way to go Brother Martin, St. Martin's Episcopal, Sacred Heart, and St. Stanislaus for pulling your teams together after all that has happened. Also, a big thanks goes to Steve Gay, the University of Texas, and the Austin Yacht Club for hosting the Great Oaks Regatta.

Finally, SEISA would like to welcome Niceville HS from Niceville, Florida who has joined the ISSA for the first time.

SOUTHEAST ISSA

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

Contact: District Director Dan Zwerg

E-mail: danzwerg@ststan.com

District website: <seisa.org>



Photo: Mark Towill behind a Pacific roller at the Cressy Champs. T. Monkus photo.

ISSA Newsletter Survey We want to hear from you!

The ISSA Board is taking a survey of the newsletter and directory to plan for the future. Please take a few minutes to print the form off the ISSA website: www.highschoolsailingusa.org and e-mail or mail back to Don Shea for tallying.

Your feedback is important!

A High School Sailing Success Story

How We Took An Idea and Made It Work

by Matt Dubois

Grosse Ile High School - Varsity Sailing Coach

(Author's note: This article was written at the request of our ISSA representative, Don Shea, who wanted us to share our story to help other potential members schools understand that it is possible to start a high school sailing team and have success in a relatively short period of time. It is not my desire to brag or "toot our own horn", but if this article helps to inspire another school to begin a high school sailing team, then it will achieve its purpose.)

The Grosse Ile High School High School Sailing Team just finished a fall season in which they finished first in the 420 B division, and second as a team in the MISSA Great Lakes Championships, participated in and finished fifth out of 18 teams in the ISSA Open Invitational Regatta at the Coast Guard Academy, and won the overall team trophy at their home regatta. A fine campaign and a very successful fall season, to be sure. But what makes this such a big deal? Consider that five years ago the Grosse Ile High School Sailing Team did not even exist, and the nearest active high school sailing venue was over six hours away in Chicago. How was this record of accomplishment achieved? It is a testament to the sailors and their parents that the program has grown, prospered, and achieved the success it has had, in such a short time.

Grosse Ile is a small community in SE Michigan, situated on an island at the southern end of the Detroit River at the mouth of Lake Erie. We are located 20 miles south of our more famous neighbors, Grosse Pointe North and South, who both field nationally recognized high school sailing programs. Our local yacht club, Grosse Ile YC, has a strong history of junior sailing, but had no high school sailing program until five years ago. At that time a small group of junior sailors, led by my 16 year old daughter, decided that they wanted to continue sailing after the summer junior program was done. We did a web search, found information about high school sailing ISSA, and MISSA. We found a full fall high school sailing schedule in MISSA, but the drawback for us was that it all took place in Chicago, 5-6 hours away. We decided to pursue it in spite of the hurdles, and I was appointed "coach" by the kids. I obtained the ISSA publications about starting your own high school team, and taking their suggestion, I approached the school for support and approval. Fortunately for us, the school's attitude was pretty supportive - ambivalent, but supportive. The attitude seemed to be, go ahead, just follow the school guidelines, don't do anything to embarrass the school, and don't ask for any money! No problem from our standpoint - we had our foot in the door.

That first year we had four kids, a limited practice schedule (one evening a week, due to my work schedule), and we participated in one regatta, the MISSA Great Lakes Championships in which, predictably, we finished dead last. We had no idea about A and B divisions or rotations, and none of the kids had ever been in a 420 before. But they didn't care - they were sailing in Chicago, in a high school regatta and that was all that counted to them.

From those humble beginnings our program grew. We joined MISSA (I footed the \$100 dues). Over the summer the kids' motivation grew and they got some of their friends to join the team. By Year Two we had eight kids, raced in three regattas and started to get some recognition from the school as being a viable program. We still finished poorly most of the time; only four of the kids knew how to sail, but they were having fun, gaining some good experience and meeting new friends.

By Year Three, we were starting to get more serious. My oldest daughter had graduated, but my middle daughter, now a high school freshman, joined the team and brought with her a group of friends who have become the backbone of our team. Some of these kids had been sailing Optimis for 3-4 years while others had never sailed. No matter, we welcomed them all. That year we raced a full schedule

of 7 regattas, got our tails kicked most of the time, but continued to gain valuable experience. Not just the kids mind you, but all of us parents too.

Then came the breakthrough. That Fall we petitioned the school administration and school board for recognition as a full varsity sport...and got it! Until then, we had been sailing as a club team, but when we were granted full varsity status, it changed the program. We finally had the recognition that the kids desired. Being recognized as a varsity sport opened up the eyes of the community to us and drew support to the program. The one caveat that the school gave us was that we had to be self-funding, but by doing community fundraisers that first varsity year, we made do. The varsity status drew more kids to the program, we upped our practice schedule to two days a week (all my work schedule would allow), and once again competed in a full season for regattas (6 in all). As the kids gained more experience we started to finish in the middle of the fleet, and even had some top three division finishes. I was never more proud of the kids than the day that fall when I saw the first varsity jackets at the high school with sailboats on the back, where there normally were soccer balls, footballs, or tennis rackets.

Finally in this, our 5th season, it has all come together. We had 15 kids on the team this year, usually fielding one of the largest teams at each regatta we competed in. We continued to do a full schedule, and committed to challenging the team to improve. We also traveled further than ever before and competed in the ISSA Open Invitational. We traveled to Connecticut to compete as a team for the first time outside the Midwest. We knew the level of competition was going to be higher and that against teams we had never seen before. Those freshmen from two years ago have now gained a wealth of experience and are using it to their advantage on the race course. Despite very challenging weather conditions this five year old team held its own and finished in the top third of a fleet of 18.

At the end of the Fall 2005 Season our school, we look back and are pleased to see how far we have come. We have achieved important milestones in building our sailing team: our administration, faculty, and students, have accepted us as a full varsity sport (and there is a difference between recognizing and accepting); our team functions as a true "team" and continues to grow; we have vital support systems (parents, school officials, and coaches) in place; and we have broadened our sailing horizons. Now, as my middle daughter and her sailing friends who were the critical second wave of Grosse Ile sailors, get ready to graduate, my youngest daughter will be a freshman next fall and will bring with her a whole new group of friends to the team. It looks like the future is bright for the continued success of Grosse Ile High School Sailing.

The particulars - The things that made it work for us

There are a number of things that I would identify to explain why our program was able to grow from an idea to a success. They may not work for everyone, but they worked for us. There are many, and I won't mention everything (I could probably write a book), but there are some major ones. They are, in no particular order:

The kids - the kids were motivated enough to bring their friends, and to work to get better. We have a number of talented sailors who sail in the US Sailing summer junior programs, but not all the kids do. The kids have committed to improving their skills by competing in summer sailing, US Sailing Junior Olympic Festivals, and other summer regattas where they can continue to develop and work on their skills. As with all sports, it starts with the basic skills, which the kids have to do on their own. With one or two days of practice a week and only 3-4 hours on the water, our "team practice" time is spent working on starts, mark roundings, and tactics. There is not enough time or manpower available to work on individual skills, so the kids have taken this upon them-

A High School Sailing Success Story How We Took An Idea and Made It Work...continued

selves to improve on their own. A motivated kid cannot be held back. The school – We have received support and encouragement from the school. I sold the team to them from the start as the only true co-ed sport, and it still holds true. The school wants to support the kids, but in these difficult economic times, many school systems cannot fund any additional sports programs. If the school is convinced that you will be self supporting, you stand a better chance of being accepted. A good training facility – We have great support from Grosse Ile Yacht Club. They allow us to use the facilities all season (some of the kids are club members, but not all). The club even went so far as to purchase a used fleet of 420's, which we have refurbished and made competitive. A good facility, close by (GIYC is five minutes from the school) makes practice much easier.

The parents – Without the parents, there would be no program. Since we are self funding, we depend on the parents to foot the bills, which can be considerable (as most of you know) when spending weekends in hotels, and driving six hours one way to regattas, five or six times a year. I get help from them with on the water coaching, organizing the road trips, and supporting my decisions. As with any team, there will be problems that crop up, but I have frequent parent meetings, and I try to keep an open line of communication with the parents.

A Regatta of our own – Last year, we decided that we would try to hold a regatta in our home waters. Although the turnout was small, having a regatta in our home waters was a huge success in terms of good will for our community, and for our kids and parents. It gave the parents a chance to see the kids in action, it gave the community a chance to see the kids in action, and it gave us a regatta experience without having to travel. All big plusses. We have commitments from the Chicago teams to come our way for a weekend which will help us establish the regatta as a "regular" on the schedule.

The "Team" concept – From day 1, I have always treated everyone as a team. The kids who didn't know the basic skills learned from the experienced sailors, but the all learned together. We rig boats as a team, we travel as a team, and our successes and defeats are shared as a team. This concept has kept the kids working together, and focusing on more than just winning or losing as individuals. When we placed second at the Great Lakes Championships, it was shared as a whole team, and not just by the few kids who happened to win the races. I learned how to coach – when I started five years ago, I was simply a parent who wanted to help. Although a very experienced big boat racer, my dingy experience is zero, and during the first couple of years I was no more than a driver and parent chaperone. Just as the kids have improved through experience, so too have I as a coach. The ISSA and US Sailing coaches manuals have helped tremendously, and by watching some of the experienced coaches in the MISSA region, such as John Vandemoer, Joe Quick, Chuck Nevel, Demetrious Crezis, Joey Harris and Nicole Sturgeon, I have learned what to do, and what not to do. We have organized, efficient practices, and spend time at each regatta doing debriefs, before, during, and after each rotation. We also now incorporate video and extensive chalk talks into all our practice sessions. All this helps to make a short practice time much more productive.

As I said, these are not the answers for all programs. But at a time when MISSA and ISSA are looking for ways to grow, Grosse Ile is an example of how one school did it. Granted, we had a good starting point in our existing junior sailing program but we found a variety of ways to make it work on the high school level too. We still have some kinks to work out. By the end of the season, our travel has us worn down and the expenses can be daunting. But all the work and effort is worth it when the kids who had no clue how to sail just two years ago come up to you after a rotation, soaking wet, but with a big smile on their face, and say, "Did you see us port tack the fleet at the start?"

THESE CAN HELP ...

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

STARTING YOUR OWN HIGH SCHOOL SAILING TEAM

A booklet with advice, guidelines, and success stories to help get a sailing program into your school

\$10.00

ISSA PROCEDURAL RULES - The official procedures for competing in school sailing and running a regatta; a must for coaches

\$ 5.00

SIMPLIFIED RACE MANAGEMENT - A handbook for race committee chairmen on how to run a regatta

\$ 5.00

COACHING A HIGH SCHOOL SAILING TEAM

A guide on the role of a sailing coach, organizing practices, descriptions of effective drills - what it takes to coach sailing and what techniques to use.

\$10.00

TEAM RACING FOR SAILBOATS, 2nd Edition

Steve Tylecote's definitive book on the art and science of team racing, updated with clarified text and diagrams

\$20.00

ISSA DIRECTORY OF HIGH SCHOOL SAILING, 2004-2005

Listing of names and addresses of the team members, coaches and officers of ISSA.

\$25.00

ISSA 1998 NATIONAL CHAMPIONSHIPS VIDEO

\$10.00

STARTING A HIGH SCHOOL SAILING TEAM

ISSA's promotional videotape describing school sailing; ideal for creating excitement

\$10.00

ISSA BURGEEES

| | |
|------------------------------|----------|
| Large: (36"x54") USA made | \$100.00 |
| Small: (12"x18:) USA made | \$ 30.00 |
| Small: one-sided, unenforced | \$ 15.00 |

| | | |
|------------------------------------|------|---------|
| ISSA MEDALS (Gold, Silver, Bronze) | each | \$20.00 |
|------------------------------------|------|---------|

| | | |
|-------------------------|------|---------|
| ISSA CAPS (embroidered) | each | \$12.00 |
|-------------------------|------|---------|

| | | |
|-----------|------|---------|
| ISSA MUGS | each | \$15.00 |
|-----------|------|---------|

| | | |
|------------------------------------|------|---------|
| ISSA CHAMBRAY SHIRTS (embroidered) | each | \$40.00 |
|------------------------------------|------|---------|

- All Prices Post-Paid -

PLEASE MAKE CHECKS PAYABLE TO ISSA

**To Order, write: ISSA, 2812 Canon Street,
San Diego, CA 92106**

ISSA Officer Transition & Awards

2005 Annual General Meeting September 24, 2005, Newport, RI

Larry White presided over the AGM attended by 15 members and guests. In his last action as President, Larry summarized the past year, remembering the many accomplishments of the Board and a moment of silence for our fellow sailors in the Gulf Coast.

The status of various projects were reviewed as the committees continue to progress. All of the reports from districts spoke of increased membership with Caribbean schools continuing to stay involved.

The Nominating Committee presented their slate which was unanimously approved.

Tim Hogan then re-opened the meeting as the new ISSA President and proposed a new organization chart with the following responsibilities:

Administration: One Design Management

Special Projects: Roger Rawlings

Racing Operations: Bill Campbell and John Vandemoer

Partner Relations: Tim Hogan and Ray Teborek

District Relations: Rob Hurd and the District Directors

Roger Rawlings presented a motion to create a Past Presidents Committee which was passed unanimously.

Tim Hogan and Ray Teborek will oversee Partner Relations and Fundraising for ISSA to assist in grant requests and additional capital to fund ISSA's various projects.

The members discussed the future sites for Championships: 2006 Mallory will be held in Grrosse Point, Michigan; 2006 Baker will be held at Martha's Vineyard with the 2007 Casey to be run at Indian Harbor YC in Greenwich, CT. The Great Oaks was temporarily moved to Austin, and when Southern YC is ready, the regatta will move back to SYC.

A new award was created, The Babs and Larry White Award for the Outstanding Performance for a First Time Team at the Great Oaks. The Award will be presented to the highest placing team at their first Great Oaks regatta.

President Hogan then recommended that the Board meet twice a year in person (March & AGM) and hold telephone conference calls in between to accomplish ISSA business.



Past Presidents Reunite

Past ISSA Presidents gathered at the recognition dinner for Larry and Barbara White. T. Monkus photo.

President's and Spranger Awards

ISSA's President's award was presented to Andrew Cole for his many years of service to ISSA as Counsel. In an exceptionally busy period over two years, he drafted several key documents and reviewed and modified many others, while providing sound advice to decision-makers. These services are indispensible since Andrew brings to this assignment not only his love of sailing and his background as a school sailor but also his considerable skill as a counsel in the best and fullest meaning of the word.



The Jeff Spranger Award was created to recognize the extraordinary dedication and selflessness of service to school sailing – with the appropriate presentation to the 2005 recipient, Barbara White.



Photos: above: Tim Hogan and Larry White pass the gavel. Right: Betsy McClintock and Jeff Spranger surprise Babs White with the Spranger Award.

Members Elect ISSA Directors

At the ISSA annual meeting the members voted unanimously to elect the proposed slate of Directors and Officers. Thanks were extended to retiring President Larry White, retiring Board members Ted Gazulis, Scott Boye and Joanne Koliuz.

ISSA Officers and Directors for 2005-2006

President – Tim Hogan

Vice President – Roger Rawling

Secretary – John Vandemoer

Treasurer – Ray Teborek

District Representatives

NESSA – Rob Hurd

SAISA – Tom Monkus

NWISA – Burke Thomas

SEISA – Dan Zwerg

MASSA – Bill Schneider

MWISA – Don Shea

PCISA – John Gutenkunst

Members at Large – Kevin Baker, Bill Campbell, Chris Clement, Wayne Cutler, John DeMeyer, JP Fasano, Guy Fleming, Steve Gay, John Gervais, Ted Kaczmariski, George Linzee, Shawn Ryan

Our Instructor & Coaching Programs Are In A Class Of Their Own

Small Boat Level 1 Instructor Courses

Arizona Yacht Club
Phoenix, AZ
Austin Yacht Club
Austin, TX
Avalon Yacht Club
Avalon, NJ
Baltimore County
Sailing Center
Essex, MD
Bay Shore Yacht Club
Bay Shore, NY
Beach Point Yacht
Club
Mamaroneck, NY
Beaufort Yacht Sailing
Club
Beaufort, SC
Breakwater Yacht Club
Sag Harbor, NY
Coconut Grove Sailing

Center
Miami, FL
College of Charleston
Mount Pleasant, SC
Coronado Yacht Club
Coronado, CA
Crescent Sail
Grosse Pointe, MI
Del Rey Yacht Club
Marina Del Rey, CA
Duxbury Bay Maritime
School
Duxbury, MA
Lake Norman Yacht
Club
Mooresville, SC
Lake Thunderbird
Sailing
Norman, OK
Little Egg Harbor YC
Beach Haven, NJ

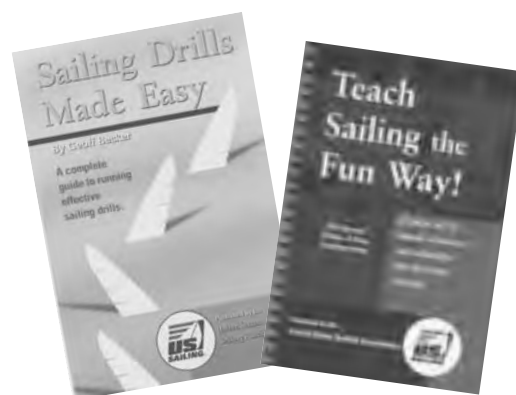
Longshore Sailing
School
Westport, CT
Maine Maritime
Academy
Castine, ME
Metedeconk River
Yacht Club
Brick, NJ
Monmouth Boat Club
Monmouth, NJ
Muskegon Yacht Club
Muskegon, MN
Mystic Seaport
Mystic, CT
North Carolina
Maritime Museum
Beaufort, NC
Norwalk Yacht Club
Norwalk, CT
Oswego Maritime
Foundation

Oswego, NY
Pensacola Yacht Club
Pensacola, FL
Pequot Yacht Club
Southport, CT
Pettipaug Yacht Club
Essex, CT
Pleon Yacht Club
Marblehead, MA
Plymouth Yacht Club
Plymouth, MA
Ponce Yacht And
Fishing Club
Ponce, PR
Port of Poolsbo Sailing
Dock
Poolsbo, WA
Richmond Yacht Club
Point Richmond, CA
Rockport Boat Club
Rockport, ME

Sail Sand Point
Seattle, WA
Sandusky Sailing Club
Sandusky, OH
Seattle Yacht Club
Seattle, WA
Seawanhaka Corinthian
Yacht Club
Oyster Bay, NY
Union Reservoir
Longmont, CO
USMMA Kings Point
Kings Point, NY
US Sailing Center
Martin County
Jensen Beach, FL
Waikiki Yacht Club
Honolulu, HI
Windycrest Sailing
Club
Tulsa, OK

Small Boat Level 2 Coach Clinics

Baltimore County
Sailing Center
Baltimore, MD
Cedar Point Yacht
Club
Westport, CT
CSC Burlington
Vermont
Burlington, VT
Pettipaug Yacht Club
Essex, CT
USMMA Kings Point
Kings Point, NY
US Sailing Center
Martin County
Jensen Beach, FL



Professional Sailing Instructor Certification
4 days for beginning Level 1
2 days for performance Level 2
Annual Symposiums to build on your skills
Nationally recognized credentials
Visit us at www.ussailing.org/training



training@ussailing.org

Photos courtesy of Vanguard Sailboats

FINALLY BEATING THE FINAL BEAT

-Understanding the Final Beat... Strategy for Success- by Gavin O'Hare

Final beat strategy is important to anyone who intends to maintain or better their position on the final leg of the race course. It's important is obvious, but how often do racers set aside time to research the uses of final beat tactics. No matter what your position in a race, many options are available for you to manipulate a better finish. Strategy which is discussed here can be used for all upwind legs, not just the final beat. Descriptions of common final beat scenarios provide obvious and excellent examples to portray the common mistakes and trends discovered after observing many final beats. The enlightenment found in the following descriptive scenarios will help racers of all calibers of talent to understand what makes a successful final beat.

BUILDING A BEAT -The Tools

Before the various positions and their respective trends are discussed, it is necessary to be aware of the many options about which a racer may 'build a beat'. To start with the beginning of our interest, the leeward mark rounding must be understood. It is of vital importance to realize the advantages of a good leeward mark rounding. By executing a proper mark rounding, you set yourself up with many options; you will be able to stay on that tack (if desired) and maintain a controlling position. On the other hand, if you have made a poor rounding, you will fall off too leeward, placing your boat in the bad air of boats directly ahead, forcing you to tack out and clear your air. Even worse, if you ride in bad air too long, you will sag enough to leeward so that you may be pinned on that tack by a boat behind who has made a better rounding and now rides up on your stern weather quarter. Obviously, a good leeward mark rounding is necessary to commence a successful final beat.

Now that we can assume a good leeward mark rounding has been made, let's consider some options to enhance the success of our final beat. If the boat ahead of you on the same tack is waiting for you to tack first, you could get him off your air by initiating a fake tack and then resuming your course of the original tack. Another method to clear your air from opponents next to you is to try two consecutive tacks, the double tack. Usually, the opponent ahead who follows your first tack will think he is wasting tacks by attempting another, leaving you clear and uncovered going off on your original tack.

A conservative move to consider when there is a gap between you and the boats behind is to split the difference of your lead. This is accomplished by rounding the leeward mark, continuing on that tack for half of your lead, tacking and sailing the other half of your lead, finishing up with one more tack. The result of your efforts is that you have placed your boat directly upwind of your closest opponent, leaving no potential for him to break out of your cover and beat you with an advantageous shift. This brings us to the next concept, covering. Basically, if you want your opponent to sail the other tack, such as a header wind shift or a longer distance of race course, you can tack directly on his wind, making him feel a strong desire to tack out and clear his air. On the other hand, you may want to insure that no one is going to beat you with a random wind shift from another part of the course. If this is a concern, you may want to place a loose cover on the competition. This is done by not sitting directly on anyone's air yet not letting them escape from your effective zone coverage. In doing this, you make sure they won't receive a more beneficial shift than you will, but you are not disturbing their wind. The result is a herding effect to bring the competition to where you want them.

By closely ducking a boat that is on starboard, you give him little chance to tack on top of you without placing himself in a position of high potential to be pinched off rather quickly. The result is that the clean duck deters the opponent from covering you out to the right. The next time you converge, assuming no shifts have altered your distances

upwind and boat speeds are comparable, you will be coming back on starboard and he on port; but this time, he will have to either leebow or duck you! This is rather convenient when considering you have called the correct layline to the pin end of the line. If the opponent leebows you, he won't lay the line. If he ducks you, he will sail the longer distance, either way, you beat him. As stated, this 'starboard tack advantage' is a useful tool when approaching laylines to both the finish line or a weather mark. Also to be noted is the option to tack on top of the opponent if he chooses to duck you. Even though he may have a clean duck on you, you will be able to hold off his pinching you off long enough to pin him outside a layline to either a finish line or a weather mark.

When considering the finish line itself, you should always finish at the favored end. In fact, you should always finish at an end, regardless. The advantage of this is that you can better judge when to shoot the line in close finishes. When you are near an end, you really know where the line is. To shoot head to wind and gain that little bit of extra ground, finishing at the favored end will clearly gain you boats in close finishes. Shooting the line in the middle will lose you boats as a result of incorrect judgment of where the line is.

FINAL BEAT STRATEGY

Now that the tools to build a beat have been described, let's research an observable pattern that occurs regularly on final beats and try to understand the reasons for such patterns so that we may manipulate final beat situations to better our positions.

What Usually Happens...

Most sailors and racers do not possess a complete appreciation for the final beat. Many collegiate racers rely on simple rules they learned from their junior sailing programs. Rules such as, cover second when in first, and tack out when in bad air after a leeward mark rounding. The result is that many racers fall into a predetermined order of events as they sail their way up the last leg of the race course. Let's consider first, second, and third places. After the leeward mark, all three are waiting to see who tacks out. Second tacks out and first covers him. Third wants clear air so he keeps going. Second will either continue on until layline, for fear of coming back in first's bad air, or get in a tacking duel with first. Either way, third has many things going for him: he may be sailing the lift, while second and first are riding the header, he makes less tacks, sails in clean air, and has the starboard tack advantage. So what usually happens is that third ends up second or even first at the finish. This observation illuminates many considerations.

Considerations

- (1) To better your position, you must recognize a potential pattern and be aggressive to make moves that will capitalize on others lack of strategy or reliance upon an inferior knowledge of the rules.
- (11) To maintain your position, you must control boats behind you by understanding what moves they will probably make.
- (111) Everyone starts in the order they round the leeward mark. Boats in front have first choice and most options.

You gamble by doing the different thing.

Tacking out is the aggressive move, you usually initiate the domino effect following you out to the left.

* For larger gains, you need to separate from other boats. You have high potential for gain if first tacks out and you keep going. You have low potential for gain if you go with the boat behind who tacks out.

Are you in a lift or a header? Stay in phase!

Which side of the course is favored? (ie. current or breeze)

FINALLY BEATING THE FINAL BEAT

-Understanding the Final Beat...

Strategy for Success- continued

- (IV) You can manipulate other boats to go the wrong way
By tacking on their breeze, spurring them to tack.
Using final beat tools to create a situation where you are not being covered (ie fake tack or double tack).
- * By setting up in a way that herds the competition behind by establishing a loose cover .
- * Manipulation is achieved by your actions to induce a situation, an understanding of what they should do in response, and proper use of the racing rules.
- (V) You can play your final beat conservative or aggressive!

FINAL BEAT SCENARIOS

When in First...

If you have a lead, split the difference. Do the right thing, don't get caught up in a tacking duel. Stay in phase and place a hard cover if you want the opponent to go the other way, a loose cover if you want him to follow you. If he tacks into a lift, go with him. If you round in a large header, you should be the first to tack out. Remember, when second tacks out, he deters boats behind from tacking out to the left as they would be sailing in his bad air.

When in Second..

Beware of the 'second place dilemma', described in What Usually Happens. Understand that if first places a solid cover on you and makes all the right moves, the best you can hope for is to maintain second place at the finish. Don't set up so first can have a good cover on you. Make a good leeward mark rounding. No matter what, stay in phase. If you do the aggressive move and tack out onto a lift and first doesn't follow ... Great! Ride the lift then when the header comes, tack out and ride the port lift. Stay in phase.

If first is waiting for you to tack (he is watching you), try a fake tack to get him to tack, leaving you in clear air going the right way. If left is favored, and third tacks out, tack to cover. First will probably tack to cover both of you. Now, forget about first to weather and concentrate on going fast and rolling boats to leeward. If third tacks back and right looks favored, go back with him to cover. Expect first to cover you. Nevertheless, stay in phase.

When in second and sailing out to the left on starboard tack but you want to go back to the right, don't keep going until you can cross first. It may never happen before you get to the layline to the finish. Instead, get to a position where you can cleanly and closely duck first so that he won't be able to tack on you (the clean duck as described in final beat tools). Then continue on until the pin end layline where you tack, or just short of it to insure that you finish but if he lee bows you, he won't lay the finish (starboard tack advantage).

When in third..

The best thing that can happen is for the boat ahead of you to tack out. With a gap behind, a double tack could initiate the domino effect with out letting boats behind get out of your zone coverage. Remember, if first and second tack out and go left, boats behind you are deterred from going left until they have a lane. In this position, you have no loss to boats behind and high gain potential for boats in front. Keep going until you have made your gain; once you have clear air and a lane, come back with the Starboard tack advantage. The old 'cross when you can' rule is usually one to stand by. Hopefully, first and second have gone the wrong way, tacked with each other too much, and now converge passing behind you.

When... behind

No matter what, stay in phase! Set up for maximum gains from your situation. Get a lane and take it. Try to get the boat ahead to tack out by verbally hailing to say he can cross you if he wants. If the domino

effect starts from behind, try a double tack to get boats ahead to continue the effect and tack out, following the dominoes, while you continue to the right in clean air with a lane. If you follow the domino effect and tack out with the rest of the boats, you must go fast forward, rolling boats to leeward. When you want to go back to the right, look for clean duck situations to deter boats from tacking right on your air.

CONCLUDING REMARKS

Final beat strategy includes a fine appreciation for the tools to build a tactically sound beat. Tactics include playing the shifts and manipulating the competitors as described above. Of course the tactics and strategy described in these paragraphs are merely guidelines and may be broken when significant factors of wind shifts and current come into play. What is important is to know your potential for gains. Good policy doesn't involve gambling with bad odds. It may involve placing yourself in positions on the race course with regards to expected wind shifts where you will have more leverage. In any race, the final beat is a significant component, one which a keen understanding of tools and strategy can enhance a competitor's position consistently. Comprehension of scenarios on paper will lead to clarity in complex situations on the water.



**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:

GO SAILING.

KEEP SAILING.

TAKE YOUR FRIENDS SAILING.

SEE YOU AT THE BOAT SHOWS!



SEPTEMBER 25-26 NOVEMBER 6-9 JANUARY 16-18 JANUARY 29 FEBRUARY 1 SEPTEMBER 25-26 APRIL 14-15

www.sailamerica.com

ISSA LAUNCHES ANNUAL FUND DRIVE

At the Interscholastic Sailing Association (ISSA), we are hard at work, trying to fill the shoes of our past president, Larry White. While this is a big task, change often brings new opportunities. To continue our efforts to educate student sailors and coaches and to conduct national-level regattas, we have launched an Annual Fund drive and ask that you consider supporting high school sailing by contributing to this effort.

While the emphasis of ISSA is on sailing, our true mission is the development of young men and women and sailing is merely the vehicle. By learning the technical demands of sailing and racing a boat, our students also learn much about teamwork, develop a strong sense of responsibility and sportsmanship, and increase their self-confidence. Over the 75 years since the founding of ISSA, thousands of kids have benefited from being part of a high school sailing team. Hopefully, all of them have continued to sail throughout their life. More importantly, the lessons learned while sailing and racing have also prepared them to pursue all manner of vocations and careers.

Over the past 75 years, ISSA has grown by leaps and bounds. Today, there are more than 350 teams and 4000 student sailors. With more teams joining every year, ISSA is a vital part of the future of sailing. As ISSA moves forward and continues to grow, we would like to do more to benefit our student sailors. Please consider joining the

"ISSA Team" and help us reach our goals by contributing to our Annual Fund drive.

For more information, please visit our web site at www.highschoolsailingusa.org. Or contact President Tim Hogan directly 714-434-4400. Our ISSA administrators, Jerelyn Biehl and Sherri Campbell, are also available for your assistance at 619-222-0252 or of office@highschoolsailingusa.org.

ISSA is a 501(c)(3) organization exempt from federal income tax. Consult your tax advisor for further information.



"The Community Boating and Sailing School Insurance Program"

Comprehensive Coverage for Instruction Includes:

Shoreside and Watercraft Liability:
Limit \$1,000,000

Jones Act Coverage for on-the-water injuries to Coaches:
Limit \$1,000,000

Optional Coverages for:

| | |
|--------------------------------|------------------|
| Hull Machinery | Racing Liability |
| Hired/Non-Owned Auto Liability | Borrowed Boats |

Administered by:



Starkweather & Shepley Insurance Brokerage, Inc.
P.O. Box 294, Westerly, RI 02891

Ph: (401) 596-2212 or (800) 788-8225 Fax: (401) 596-3710

e-mail: lwagner@starship.com

cholliday@starship.com

Underwritten by The St. Paul Travelers Insurance Company

Sailing School • Teen Sailing Trips • Summer Camp • Sailing for Disabled

YMCA CAMP
CHINGACHGOOK
ON LAKE GEORGE

Sailing Instructors Wanted

on Lake George
in the
Adirondack Mountains

Spring, Summer, Fall
School Outdoor Education
Family Retreats
Adult Conferences

1872 Pilot Knob Rd • Katiskill Bay, NY 12844 • 518-656-9462

SNIPE

Serious Sailing. Serious Fun.

**Race & train with Olympic, Pan Am, & World Champions
International Class, National & World Championships
2-person dinghy emphasizing tactics & teamwork
Adult/Youth & Junior teams equally competitive
Stable design, solid construction, high resale
Competition for a lifetime of fun!**

*Learn more about the premier
tactical training class in the world at:*

www.snipeus.org

Peter & Sheehan Commette

Individual Membership Coupon - Complete & Mail Today!

Please support school sailing with your individual membership in ISSA for 2006.

Schools belong to ISSA with membership in their district associations. However, individual memberships and donations help ISSA continue to bring the benefits of healthy and sportsmanlike competition to more young people and continue our nationwide growth.

We are exempt from Federal income tax under Section 501 (c)3 of the Internal Revenue Code. Donors may deduct contributions to ISSA as provided in Section 170 of the Code subject to applicable provisions.

Your Name: _____

Your Address: _____

Your Town: _____ State: _____ Zip Code: _____

Your Telephone Number(s) Home: _____ Business: _____ E-mail: _____

Are you affiliated with a school? If so, which one?: _____

In what capacity? _____

| | | |
|---------------------------|----|-------|
| Individual Dues for 2005: | \$ | 25.00 |
| Student Dues for 2005: | \$ | 5.00 |

(Note: All Schools Join through their District)

| | | |
|------------------------------|----|-------|
| Tax Exempt Donation to ISSA: | \$ | _____ |
| Total enclosed: | \$ | _____ |

Complete and return this form, with your check payable to: ISSA, 2812 Canon Street,
San Diego, CA 92106 - 619-222-0252

ISSA Web site: <http://www.highschoolsailingusa.org>



ISSA NATIONAL HIGH SCHOOL TEAM RACING CHAMPIONSHIP

Toby Baker Trophy

Vineyard Haven YC, MA

Hosted by the New England Schools Sailing Association, Martha's Vineyard Regional High School, Sail Martha's Vineyard, Vineyard Haven YC, and Edgartown YC
May 26-28, 2006

1. RULES

The regatta will be governed by the Racing Rules of Sailing including Appendix D, especially D2.3, the prescriptions of US Sailing, the 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

2. ELIGIBILITY

- 2.1 Competing schools must be members of ISSA and meet ISSA eligibility rules as prescribed in the Procedural Rules.
- 2.2 Teams must be accompanied by a designated adult Team Leader, who must be recognized by the school.
- 2.3 Selection for the Baker Trophy will be by district elimination. Schools should contact their district director to find out details on district qualifiers. The regatta has 12 berths. Allocations to be determined by the ISSA board.

3. ENTRY AND COMMUNICATIONS

Eligible schools and sailors must enter by filing an official entry form with the event chair prior to May 15, 2006. (If the elimination for your district is to be held after the entry deadline please have the district director contact the event chair immediately, so special arrangements can be made). Entry fee must be included with the entry form.

4. ENTRY FEE

Entry fee of \$300/school. This includes meal packages and racing fees. Make checks payable to: Vineyard Haven YC

5. BOATS

Collegiate 420s provided by the Vineyard Haven YC, Edgartown YC and Sail Martha's Vineyard. Boats will be sailed as provided.

6. BOAT DAMAGE DEPOSIT

A damage deposit of \$300/school is required. Make checks payable to: Vineyard Haven YC. Funds not used will be returned via mail as soon as possible after the regatta.

7. SCHEDULE

Friday, May 26, 2006

| | |
|-------------|-----------------------------------|
| 1500 - 1800 | Registration at Vineyard Haven YC |
| 1500 - 1800 | Optional Practice |

Saturday, May 27, 2006

| | |
|-------------|----------------------------------|
| 0700 - 0830 | Breakfast at VHYC |
| 0700 - 0845 | Last minute registration. |
| 0900 | Coach's Meeting with Event Chair |
| 0915 | Sailors meeting - Mandatory |

Starting time for first race will be announced at Sailor's meeting and racing will continue throughout the day. Lunch and Dinner will be served to competitors & coaches at VHYC.

Sunday, May 28, 2006

| | |
|-------------|----------------------------------|
| 0800 - 0900 | Breakfast at VHYC |
| 0900 | Coach's Meeting with Event Chair |
| 0915 | Sailors meeting - Mandatory |

Starting time for first race will be announced at Sailor's meeting and racing will continue throughout the day. Lunch will be served to competitors & coaches at VHYC 1600. No race will be started after this time, with the exception of a sail-off, if needed.

Trophy Presentation after racing.

8. RACING AREA

Racing will be in outer Vineyard Haven Harbor between East Chop and West Chop. If conditions warrant, the regatta will be moved inside the lagoon. A chart will be available upon registration.

9. COURSES

Based on conditions, the Race Committee will determine the courses as prescribed in ISSA PR 7.7 Courses.

10. SCORING

The regatta will be scored using ISSA Procedural Rules

11. HOUSING

Some housing will be available for schools (up to 10 people) that request it before the registration deadline of May 15, 2006. A list of local hotels is attached.

12. FOOD

A food package for up to 10 people is provided for in the entry fee. This package includes breakfast Saturday and Sunday, lunch Saturday and Sunday, dinner Saturday, and a Sunday snack.

13. TRANSPORTATION

The closest airports to Martha's Vineyard are Martha's Vineyard Regional Airport, Boston's Logan International Airport and Providence, RI's T.F. Green Airport are both roughly 90 minutes from the ferry dock in Woods Hole, MA. Martha's Vineyard Airport (MVY) has service to/from T.F. Green and Logan directly to the island. Vehicle Ferry reservations will be available on a first come first serve basis for the schools that qualify. Contact Doug Heil for more information.

14. COACHING

Team-leaders, chaperones, advisors, coaches and other support personnel shall not go afloat in the sailing area on May 26, 2006 through the end of the regatta unless with the permission of the event chair. The penalty for failing to comply with this requirement may be the disqualification of all boats, competitors and teams associated with the infringing support personnel.

15. PRIZES

Prizes will be awarded to schools and sailors placing 1st through 3rd. Additionally the top school will have its names engraved on the perpetual Baker Trophy.

16. OFFICIAL NOTICE FOR ALL PARTICIPANTS:

No contestant shall use, either on or off the water, alcoholic beverages (beer, wine, or distilled spirits, each as defined in Chap 51 of the US Internal Revenue Code and intended for beverage use), or marijuana or any other controlled substance (as defined in 21 US Code 802), the possession of which, by that contestant, is unlawful under 21 US Code 841. Infringements of this regulation and/or other discipline expectations occurring during May 26-28, 2006 may be the basis for a hearing under RRS 69.1. The protest committee for such a hearing will be the regatta chairperson, a member of the ISSA BOD, and the Protest Committee Chairperson. This protest committee shall, at a time and place selected by them, meet to hear said protest, 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.

17. REGATTA CONTACTS

Event Chair: Doug Heil

Martha's Vineyard Regional HS - Head Coach,

PO BOX 4689, Vineyard Haven, MA 02568

508-265-3322 Dougheil22@hotmail.com

Housing Chair: Bill Roman, Edgartown

YC Manager Phone: 508-627-4361 Fax: 508-627-7565

eyc@vineyard.net

ISSA NATIONAL HIGH SCHOOL FLEET RACING CHAMPIONSHIP

Clifford Mallory Trophy

Grosse Pointe, MI

Hosted by the Midwest Interscholastic Schools Sailing Association Grosse Pointe YC

May 12-14, 2006

1. RULES

The regatta will be governed by the 2005-2008 Racing Rules of Sailing, the prescriptions of US SAILING, the ISSA Procedural Rules, this Notice of Race (except as changed by the Sailing Instructions), and the Sailing Instructions. Rule 42 will be enforced on the water IAW Procedural Rule Appendix 4. The regatta is classified as a Category A event.

2. ELIGIBILITY

2.1 A team is comprised of a minimum of 4, and a maximum of 8, sailors who MUST attend the same high school. Competing schools must be members of ISSA. NO STUDENT BELOW THE LEVEL OF 9TH GRADE SHALL BE ELIGIBLE TO COMPETE. Teams must be accompanied by a designated adult Team-Leader/Chaperone, who may be an advisor, coach or parent and must be recognized by the school.

2.2 Selection of competing schools for the Mallory Trophy will be by district elimination. The regatta has 20 berths, allocation to be determined by the ISSA board. Sailors should contact their District Presidents to find out details on district qualifiers. Final entry forms will be sent out after completion of district elimination.

3. ENTRY AND COMMUNICATIONS

3.1 Eligible schools must enter by submitting an official entry form and two separate checks, one for the entry fee and one for the boat damage deposit by April 28, 2006.

Send all forms and payments to:

Barb Trost
1838 Hawthorne
Grosse Pointe Woods, MI. 48230
(313) 884-8433

If the elimination for your district is to be held after this date, you must confirm your intention to compete by calling the designated Regatta Contact within 24 hours of being selected by your district and the entry form and checks must be submitted as soon as possible thereafter. ISSA membership will be verified at the time of final registration at the regatta site.

3.3 Teams unable to compete must notify the designated regatta contact at the host venue and ISSA as soon as possible.

3.4 ISSA will reallocate vacant district quotas. The first open allocation will go to the host district.

4. ENTRY FEE

There will be an entry fee of \$400.00 per team. This fee includes racing fees and meal package. Coaches and parents can buy lunches at registration.

5. BOATS

Collegiate 420s, as provided by Grosse Pointe Yacht Club.

6. BOAT DAMAGE DEPOSIT

A refundable boat damage deposit of \$250 must be submitted with each entry. In the event that damage cannot be attributed to a particular team, the repair costs will be divided evenly between all the teams competing.

7. SCHEDULE

Friday, May 12, 2006

1200 - 1600 Registration at Grosse Pointe Yacht Club. Teams must register to get boats for practice. Two practice sessions will be available for sign up in advance on the entry form (1st come 1st served) for 1200-1400 or 1400-1600. Two boats per team for a two hour practice session.

Saturday, May 13, 2006

08:30 Rigging of Boats.
09:00 Skippers Meeting
1000 First Warning. Racing will continue throughout the day.
Eat during boat rotation - no lunch break.

Racing will continue until late weather permitting.
Dinner at Grosse Pointe Yacht Club after sailing

Sunday, May 14, 2006

0915 Rigging of Boats.
0945 First Warning. Racing will continue throughout the day.
Eat during boat rotation - no lunch break.
1600 No race will be started after this time.
1700 Trophy Presentation as soon as possible after sailing
Changes to schedule will be posted on the Notice Board.

8. RACING AREA

All races will be sailed on Lake St Clair east of the yacht club.

9. COURSES

Based on conditions, the Race Committee will determine the courses in accordance with ISSA PRs.

10. SCORING

The regatta will be scored using ISSA Procedural rules.

11. HOUSING

Teams are responsible for their own housing. A list of area accommodations is provided with the regatta packet and will be posted on the ISSA website. For additional information, please contact:

Barb Trost
1838 Hawthorne
Grosse Pointe Woods, MI. 48230
Phone: (313) 884-8433 Email: barbtrost@oficemax.com

12. TRAVEL AND TRANSPORTATION

Airport is Detroit Metro Wayne County Airport ("DTW"). All trailers must be stored at Grosse Pointe North High School

13. COACHING

Team-leaders, chaperones, advisors, coaches and other support personnel shall not go afloat in the sailing area on May 12 through May 14, 2006, unless with the permission of the event chairperson. The penalty for failing to comply with this requirement may be the disqualification of all boats, competitors and teams associated with the infringing support personnel.

14. PRIZES

Prizes will be awarded to schools placing 1st, 2nd and 3rd and to winning skippers and crews of both A and B division. Additionally, the top team's skippers and crews will have their names engraved on the perpetual Mallory Trophy.

15. OFFICIAL NOTICE FOR ALL MALLORY PARTICIPANTS:

No contestant shall use, either on or off the water, during the Mallory Trophy Regatta from May 12-14, 2006, marijuana or any other controlled substance, as defined in 21USCode 802, the possession of which, by that contestant, is unlawful under 21USCode 841, or alcoholic beverages (distilled spirits, wine and beer) as defined in Chapter 51 of the US Internal Revenue Code, and intended for beverage use. Infringement of this regulation, and/or other discipline expectations may be the basis for a hearing under RRS 69.1. The protest committee for such a hearing will be the regatta chairperson, a member of the ISSA board of directors, and the Protest Committee Chairperson. This protest committee shall, at a time and place selected by them, meet to hear said protest, 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.

16. REGATTA CONTACT

Regatta Chair:

Dan Bracciano
Phone: (313) 410-4301
Email: GPYCsailing@aol.com

MISSA District Contact:

Don Shea
Phone: 847-833-8572
Email: donshea2@sbcglobal.net

Registration:

Barb Trost
1838 Hawthorne
Grosse Pointe Woods, MI.
48230
Phone: (313) 884-8433
Email: barbtrost@oficemax.com

ISSA CHAMPIONSHIP REGATTA ROTATIONS

ISSA National Championships are rotated through the seven districts. The Mallory and Baker regattas are rotated in an attempt to equalize travel costs and a predictable cycle of assignments. The Cressy rotation follows the college (ICSA) schedule since ISSA shares a fleet of Lasers provided by Vanguard with ICSA. The composite schedule takes no district with more than one national championship in any school year. Cressy regattas are dates for the school year and sailed in the previous fall and are usually within a week of the collegiate singlehanded championship.

| Regatta | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---------|------|------|------|------|------|------|------|------|------|------|
| Cressy | PC | NE | NW | MA | SE | SA | MW | PC | NE | NW |
| Mallory | MW | PC | MA | SA | NE | SE | NW | MW | PC | MA |
| Baker | NE | SE | MW | PC | MA | NW | SA | NE | SE | MW |

INTERSCHOLASTIC YACHT RACING ASSOCIATION, INC
 DBA/ INTERSCHOLASTIC SAILING ASSOCIATION, INC.
 C/O ONE DESIGN MANAGEMENT
 2812 CANON STREET
 SAN DIEGO, CA 92106

NON-PROFIT ORG
 US POSTAGE
 PAID

CHANGE SERVICE REQUESTED