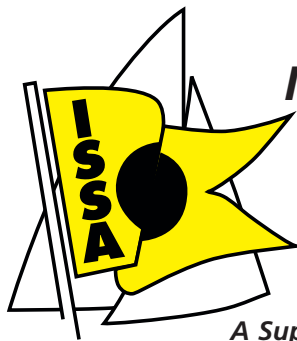


ISSA NEWS



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

A Supporting Member of US SAILING

VOLUME 19 - ISSUE 1

Spring 2010

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NICKBARG & SNOW TOP CRESSY COMPETITORS

October 30 – November 1:

36 of the top high school Laser and Laser Radial sailors in the country, each representing one of 7 districts, met in Corpus Christi, Texas to compete for the ISSA 2010 Singlehanded Championship. Host district for the regatta was the South Eastern Interscholastic Sailing Association (SEISA) and Corpus Christi Yacht Club was the regatta venue. Eighteen races were completed in two days on Corpus Christi Bay in a variety of conditions. Principal Race Officer, Mark Foster, and Regatta Chairman, Sandi Carl, did a fantastic job of getting all the races completed and keeping all the competitors happy. Practice races were held on Friday in an uncharacteristically light breeze (5- 7 kts). Saturday, the first day of racing, provided no increase in wind velocity in the morning. The breeze was 5 – 7 kts. most of the day out of the northwest and shifting to the north after lunch. Sailors began racing at 9:30 and were back at the dock by about 5:00. Ten races were completed in the Radial class and 11 in the Laser class. One request for redress was granted and one protest was filed resulting in a DSQ. At the end of the first day of racing, Max Nickbarg (Antilles School, SAISA) was winning the Full Rig Division and Christopher Stocke (Sarasota HS, SAISA) was on top of the Radial fleet.

On Sunday, a northerly breeze greeted the sailors which built steadily from 7 kts. to 12 kts. by the end of racing with a shift to the east for the final 3 races. In the Laser class, Max Nickbarg (Antilles School, SAISA) finished first with 85 points and 11 top 5 finishes out of 18 races. Second was Trey Hartman (Bellaire High School, SEISA) with 131 points and 6 top 5 finishes. Third place went to Matthew Gowell (East Greenwich HS, NESSA). Consistency was the key for Radial Fleet winner, Nevin Snow (Cathedral Catholic, PCISA). Thirteen of his 18 finishes were in the top five. Close behind were Christopher Stocke (Sarasota HS, SAISA) in second with 101 points and Max Lopez (Middletown HS South, MASSA) in third.

Thank you to Laser Performance for supplying the boats for this event and to Corpus Christi Yacht Club for their hospitality and excellent race management.

For a full listing of results check the ISSA website or:

http://www.regattanetwork.com/clubmgmt/applet_regatta_results.php?regatta_id=2472&show_school=1





President's Message

Mark Your Calendar...

2010

May 8-9, 2010

The Clifford D. Mallory Championship for the doublehanded fleet title will be held at Indian Harbor Yacht Club, Greenwich, CT, hosted by NESSA

May 22-23, 2010

The Toby Baker Championship for the national team racing championship will be held at Sail Sand Point, Seattle, WA, hosted by NWISA

October 30-31, 2010

The Cressy Championship for singlehanded titles will be held at University South Florida, Tampa, Florida hosted by SAISA.

November 20-21, 2010

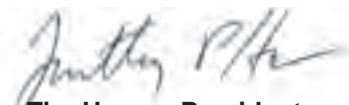
Great Oaks Regatta held at Southern Yacht Club, New Orleans, LA, hosted by SEISA

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



The success of High School sailing is directly attributed to all of the many volunteers that help us manage ISSA, our seven Districts, multiple leagues and 350+ sailing teams. The amount of time and effort is incredible and your work is greatly appreciated. It's obvious that the real beneficiaries are all the thousands of young sailors that are learning sailing skills, competition and the enjoyment of sailing. At the board level of ISSA, we are constantly looking for ways to improve the overall program. Every opportunity for adding events such as a women's regatta in San Diego are being pursued.

I look forward to the Mallory and Baker championships this year and again I appreciate all the hard work.


Tim Hogan, President

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Cressy Full Rig top 3: left to right: Matthew Gowell-3rd;Trey Hartman - 2nd, Max Nickbarg - 1st. Photos by Tom Monkus.



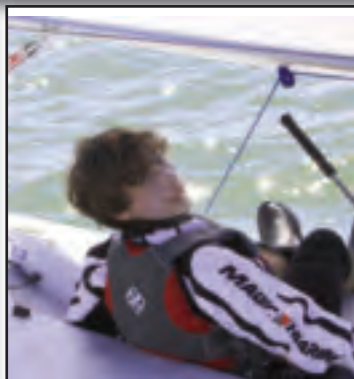
Cressy Radial top 3: left to right: Max Lopez-3rd;Christopher Stocke - 2nd, Nevin Snow - 1st.

Cressy Full Rig Results

	<i>Skipper</i>	<i>School</i>	<i>District</i>	<i>Total</i>
1.	Max Nickbarg	Antilles School	SAISA	85
2.	Trey Hartman	Bellaire HS	SEISA	131
3.	Matthew Gowell	East Greenwich HS	NESSA	136
4.	Max Hutcheson	Francis Parker HS	PCISA	138
5.	Philip Lozier	Coronado HS	PCISA	139
6.	Viktor Wettergren	Riverview HS	SAISA	145
7.	Will Howard	Lake Forest HS	MISSA	146
8.	Paul Perry	Tampa Jesuit	SAISA	147
9.	Patrick Mignon	Morristown-Beard	MASSA	149
10.	Peter Jesberg	Redwood HS	PCISA	153
11.	Drake Jensen	DeAnza HS	PCISA	158
12.	Ryan Bailey	Toms River S.	MASSA	178
13.	Scout Houck	Severn School	MASSA	182
14.	Gabriel Salk	Providence Cty Day	NESSA	200
15.	James Barry	Brunswick School	NESSA	203
16.	Matthew Declercq	Grosse Pt S. HS	MWISA	253
17.	Christopher Aitken	Tabor Academy	NESSA	267
18.	Paul Foley	Curtis HS	NWISA	269

Cressy Radial Results

	<i>Skipper</i>	<i>School</i>	<i>District</i>	<i>Total</i>
1.	Nevin Snow	Cathedral Catholic	PCISA	92
2.	Christopher Stocke	Sarasota HS	SAISA	101
3.	Max Lopez	Middletown HS S	MASSA	112
4.	Edgar Diminich	St. Edwards	SAISA	113
5.	Erika Reineke	St.Thomas Aquinas	SAISA	114
6.	Oliver Toole	Santa Barbara HS	PCISA	122
7.	Jack Swikart	Rumson Fairhaven	MASSA	132
8.	Carson Crain	St. Johns School	SEISA	137
9.	Drew Shea	New Trier HS	MWISA	141
10.	Chris Segerblom	Newport Harbor HS	PCISA	158
11.	Pearson Potts	St. George's School	NESSA	175
12.	Mitchell Kiss	Black River	MISSA	201
13.	Nick Johnstone	Tabor Academy	NESSA	216
14.	Domenic Bove	Stevenson School	PCISA	220
15.	Teddy Weaver	Gig Harbor HS	NWISA	243t
16.	Daniel DeBellow	Fox Lane HS	MASSA	243t
17.	Oriane Longerstaey	Int. School Boston	NESSA	260
18.	Elizabeth Dubovik	Portsmouth Abbey	NESSA	303





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ALLSTATE SUGAR BOWL - GREAT OAKS TROPHY

November 14-15, 2009

Nine races were sailed in both Gold and Silver fleets. Conditions were light and variable winds from the northeast around 5 knots. The air temperature was 75 degrees and the water temperature was 77 degrees. Congratulations to all 27 teams for extremely competitive sailing. Congratulations to those who won: Minnetonka overall winner of both the Great Oaks Trophy and the Babs and Larry White Trophy for the best performance of a first time team.



A Division-Gold

1.	Minnetonka High	36
2.	Oconomowoc High	42
3.	St John Prep	50
4.	Ft Lauderdale	51
5.	Shorecrest High	62
6.	St Croix Country Day	64
7.	Tampa Jesuit High	70
8.	North Kingstown	71
9.	St Pius X High	74
10.	Falmouth High	77
11.	Hilton Head HS	79
12.	Wellesey High	80
13.	Shelter Island	90
14.	Highland Park	114



B Division -Silver

1.	Wando High	26
2.	Marquette High	29
3.	Sacred Heart	29
4.	Mandeville High	29
5.	Bishop England High	37
6.	Bellaire High	55
7.	St Stanislaus High	69
8.	Venice High	76
9.	Northwest Classen	87
10.	St Louis Catholic	91
11.	Ft Walton High	93
12.	Choctawatchee HS	95
13.	Niceville High	103



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Reports from ISSA Districts

NESSA

The 2010-2011 spring sailing season is upon us and all area teams are itching to scrape off the ice, shovel out the snow and get our teams back on the water. NESSA has seen a steady influx of new starter teams this year, and expects its organization numbers up over 80 schools before the start of the season. We are eager and excited to be hosting the 2010 Mallory at Indian Harbor Yacht Club in Greenwich, CT in early May as well.

NESSA held its annual membership meeting at Tabor Academy in early November. A new slate of officers were nominated and selected by their coaching peers. Andrew Nugnes from Barnstable High School was nominated as the new President. Rob Knecht, coach of the reigning NE Team Champions Duxbury High School was nominated as Vice President. The coach of Nantucket High School, Nick Judson was nominated as NESSA's new treasure/secretary. The meeting acted as a great tool to create communication for all of NESSA's members and allow all teams to discuss the upcoming 2010-2011 sailing season.

NESSA Fall Recap:

NESSA was successful in running 4 Great Oaks Regatta Qualifiers within the fall season. Wellesley HS (MA), Falmouth HS (ME), N. Kingstown HS (RI) and St. Johns Prep HS (MA) all were successful in making the trip to Southern Yacht Club for this year's awesome event. NESSA also had 45 schools compete in singlehanded championship (Healy Trophy). Winning the Radial Division was Nick Johnstone (Tabor Academy - MA) followed by Liz Dubovic (Portsmouth Abbey - RI), Pearson Potts (St. Georges School - RI), and Oriane Longerstaey (International School of Boston - MA). Winning the Full Division was Matt Gowell (E. Greenwich HS - RI), followed by Gabe Salk (Providence Country Day School- RI), Chris Aitken (Tabor Academy - MA) and Tim Entwistle (Fitch HS in New London, CT).

NESSA Spring Qualifiers:

(The O'day Trophy) will be held on April 25th at Indian Harbor Yacht Club. This is the site of this year's Mallory Trophy. The volunteers and club organizers were excited to get the opportunity to run this event in preparation for the Mallory. The NESSA Team Racing Championship (The Fritz Mark Trophy) will be held at the MIT sailing pavilion in Boston, MA during the weekend of May 15th and 16th.

2010 Mallory Information:

Indian Harbor Yacht Club, located in Greenwich, Connecticut, is the site of the 2010 Mallory Trophy. The Notice of Race can be found on the ISSA official website. All parties involved are psyched to be hosting such a great national event and are looking forward to seeing competition from around the US.

NEW ENGLAND ISSA

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

Contact: Director Doug Heil, 508-265-3322

E-mail: dougheil22@hotmail.com

NWISA

NWISA kicked off its spring season with a coach's clinic in the middle of winter. On February 13 The Sailing Foundation and NWISA hosted an all day clinic with Gary Bodie. Over fifty people attended the clinic held at the Seattle Yacht Club Elliot Bay Outstation. March 6th is the official start to the NWISA spring season with our annual kick-off regatta hosted by Seattle Yacht Club. Regattas continue every weekend thru May, highlighted with NWISA hosting the Baker Trophy at Sail Sandpoint May 21st -23rd. For more information on NWISA and our complete 2010 schedule check out our website at <http://www.nwisa.org/>

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

MASSA

The MASSA Board of Directors met for their annual winter meeting at the Norfolk Yacht & Country Club in Norfolk Virginia. The board mainly consists of the directors for each MASSA league. A new MASSA league was authorized at this meeting by dividing the former Northeast League into two leagues, East (New Jersey & eastern Pennsylvania) and Northeast (Long Island and south-east New York state), which brings the total of MASSA leagues to 5. The league directors are elected by their leagues and are currently as follows: Northwest: Jon Faudree, Northeast: George Linzee, East: Brian Hull, Central: Joel Labuzetta, and Southern: Randy Stokes. The other officers are Director, Bill Schneider, Assistant Director, Geoff Schneider, and Director of Sailing, George Stovy Brown. The majority of the sailing will be in each league which will each select teams to attend the two district championships which are also used as qualifiers for teams to attend the national championships. These MASSA championships are the Fleet Racing Championship, April 17-18 at the Norfolk Yacht & Country Club, and the Team Racing Championship on April 24-25 hosted by the Central League. Further information will be posted on the MASSA website at www.massasailing.org. The MASSA website has been assigned this new unique web address to better identify it and the email address for the MASSA director has been changed to director@massasailing.org.

The 2009 Cressy Qualifier was held at Rochester Yacht Club, September 26 - 27th. 19 Sailors in both Laser Full and Radial Rigs made the Journey to Rochester, NY. 11 Races were completed for the Full Rigs and 10 for the Radials. PRO Steve Wilde was able to get in 9 races in each class on Saturday. Winds were out of the south with speeds of 15-20 and gusts up to 25. Sunday's winds were lighter, 8-12, but died after the Full Rigs finished their 11th race and leaving the Radials drifting. PRO Wilde smartly abandoned the Radial's 11th race. Winds would not return and racing was ended around noon. The top 3 finishers in the radial rig class qualified to attend the Cressy National Championships and they were: 1. Daniel DelBello, Fox Lane High, NY 2. Jack Swikart, Rumson Fairhaven, NJ, and 3. Max Lopez, Middletown High South, NJ. Alternatives, if the top 3 could not attend the nationals, were 4. Conner Needham, Shelter Island, NY, and 5. Joseph Paggi, Monsignor Donovan, NJ. For the full rig class, the top 3 qualifiers to attend the Cressy Nationals were: 1. Scott Houck, Severn School, MD, 2. Ryan Bailey, Toms River South, NJ, and 3. Patrick Mingnon, Morristown-Beard School, NJ. The 2 alternatives were 4. Dylan Finneran, Randolph High, NJ, and 5. R.J. Bay, Key School, MD.

The 2009 Fall MASSA District Fleet Racing Championship was held at the Toms River Yacht Club on October 24 & 25. The top 6 teams were: 1. Severn School, Central League, 2. Annapolis, Central League, 3. Christchurch, Southern League, 4. Norfolk Collegiate, Southern League, 5. Broadneck High, Central League, and 6. Monsignor Donovan, Northeast League.

The 2009 Fall MASSA District Team Racing Championship was held at St Mary's College of Maryland, on November 14th and 15th in 1 week old Laser Performance FJ's. Eight teams from all four leagues on MASSA sailed in the event. Three complete round robins were sailed over two days, a great format for this event. A total of 84 races were sailed in the triple round robin format. Saturday saw ample winds of 10 to 18 from the north and northwest trailing off into the late afternoon causing the last race of the day to be abandoned as dark and calm descended. After a short wait for the inversion to break on Sunday morning, racing resumed in a light westerly, and the last round robin ended at 1 PM. The races were ably run by the St. Mary's varsity sailing team. Umpires were recruited from local judges and sailors, some recent college sailing graduates, and additional St. Mary's varsity team members. Norfolk Collegiate won, followed by Severn School, which was tied on wins and losses with Christ Church, but had won two of the three head-on-head matches. The full results were: 1. Norfolk Collegiate 18-3, 2. Severn School 16-5 (winning tie breaker head to head), 3. Christ Church 16-5, 4. Broadneck 12-9, 5. Toms River South 9-12 (winning tie break head to head), 6. Annapolis 9-12, 7. Christian Brothers 2-19 (winning tie break head to head), and 8. Canisius 2-19

MID-ATLANTIC ISSA

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

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

E-mail: director@massasailing.org

District website: [<www.massasailing.org>](http://www.massasailing.org)

SEISA

Thanks to Jennifer and Bill Draheim and Hunter Farris for putting on a great 420 clinic at Rush Creek Yacht Club in early November. Southern Yacht Club hosted another fantastic Great Oaks Regatta with 27 teams participating. Congratulations to Minnetonka High School, winner of both the Great Oaks Trophy and the Babs and Larry White Trophy for the best performance of a first time team. Congratulations to the top team from SEISA, Sacred Heart.

The spring season is in full swing beginning with the Roadrunner Regatta in Austin March 6-7. We are expecting a huge turnout. Dallas will be hosting a 420 clinic on Saturday and Sunday, March 27-28.

This is a great way to get lots of good coaching for skippers and crews. April 10 - 11 is another high school regatta in Dallas at the Corinthian Sailing Club. This one is always interesting and it is right in the middle of Dallas on White Rock Lake. The Mallory and Baker Qualifying regatta will be held at Austin Yacht Club on April 17-18. The Mallory will be on Saturday (a team of 4 is required) for fleet racing. The Baker will be on Sunday (a team of 6 is required) for team racing. For more details on all these events, check the website: www.SEISA.org.

SOUTHEAST ISSA

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

Contact: District Director Malinda Crain

E-mail: cra1917@aol.com

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

MISSA

The Spring Season is just weeks away and many of the teams are checking the harbors and launch areas to see if the waters are free of ice. The chilly Spring season begins in Chicago with the Ice Breaker Regatta, an aptly named event since the water temperature will still be in the low 40's! Two weeks after the Ice Breaker, MISSA high school teams will race every weekend from April 10 through May 20. We will visit each section of the District from the Wayzata Community Sailing Center in Minnesota to the Grosse Pointe Yacht Club just east of Detroit, MI.

There is a lot of enthusiasm in every area of the District: after the Ice Breaker and High School Invite in Chicago, the Milwaukee Yacht Club will host a team racing event for us. The Lake Minnetonka Sailing and Wayzata Community Sailing Center will host a team race event that same weekend to save the very long travel required to sail on Lake Michigan. Then Wayzata Community Sailing Center will host the District qualifier for the Mallory Championship and Grosse Pointe Yacht Club will host District team racing qualifier for the Baker National Championship. The season ends back in Wayzata when the

Sailing Center will host the 2010 Atlantic Coast Challenge, an intersectional event between MISSA, NESSA and MASSA. We are looking forward to a wonderful (and hopefully warm) week-end in Minnesota.

I am pleased to report that membership continues to increase in the Midwest. We welcome East Grand Rapids (MI) back to the District roster after a four year absence. EGR gives MISSA representation in the middle of Michigan where there is terrific lake racing. We also welcome Mariemont High School out of Cincinnati OH a new school to the District and the first from Cincinnati. We look forward to seeing the new schools at our Spring regattas.

During the off season the Milwaukee Youth Sailing Team (MYST) and the Milwaukee YC Foundation sponsored a booth at the Chicago Strictly Sail show in January. The booth was staffed by district sailors who each worked a two hour shift talking to visitors about high school sailing. The booth was a great idea and generated wonderful interest in the sport. Look for another booth from MISSA at next year's show.

On February 1, 2010 a new board was installed to manage the District. Matt DuBois (coach, Grosse Ile HS) took over as president; in the East Section, Todd Duffett (also Grosse Ile); in the Middle Section, Martha Kinzel (Loyola Academy) and Joe Harris (Chicago Park District Judd Goldman Sailing Program), David Ferguson (Blake School), Lynne Gehling (Wayzata HS), Cappy Cappper (director, Wayzata Community Sailing Center) and Sharon Garber (Minnetonka HS) have come on to help steward the District through the next stage of our development. Brett Gruchow (Milwaukee Youth Sailing Team) is also MISSA's second member of the ISSA board. The new board began its tenure with three transition conference calls and is ready for the challenge of continuing MISSA's push to help high school sailing thrive in the Midwest. We wish them well.

I also want to thank Chris Mitchell who stepped down this year as District treasurer. Chris has been a valuable member of the board, and as its longest serving member, a wonderful source of information, guidance and trusted counsel. Thank you for all your efforts and humor - we will miss you.

MIDWEST ISSA

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

Contact: District President Matt DuBois, 734-282-4838

E-mail: msdubois@sbcglobal.net

District website: missa.net

SAISA

Currently there are 70 school teams registered in SAISA with close to 30 regattas scheduled for the school year. Four are a combination of District Championships and ISSA Qualifiers for the Great Oaks, Cressy, Mallory and Baker Regattas. Included was a new sailing area developed with the assistance of Dan Russell at Lake Crabtree, NC.

Regional reps, Wayne Cutler (AL/TN) was elected to the ISSA VP position, and Ted Mellnik (NC) retired and was replaced by Craig Millikan. Craig will also be working on setting up our Spring Intersectional regatta open to all SAISA, MASSA & SEISA teams.

George Scarborough (SC) also retired and was replaced by Greg Walters in Charleston who is handling our upper coastal area plus he will be chairing the Inland and Coastal Gold qualifying regatta in which the 7 top teams can move on to the district championship. Bob Spencer (North FL/GA), has made great strides to get all participants in their area out on the water plus he will be hosting the district championship in GA, bringing together 16 teams from our North, South and the Caribbean Regions. As reported last year, John Wright is active in South Florida and is now into his 3rd year as ISSA's Director-at-Large position.

On September 13 & 14, the Clearwater Yacht Club hosted our first qualifier of the season. The SAISA singlehanded District Championship & Qualifier for the ISSA Cressy Trophy was chaired by David Billing, who organized the event at the Clearwater Community Sailing Center, with racing in the Gulf of Mexico. For those that can remember, the regatta was similar to the ISSA event in Hawaii several years ago.

Eight Laser Full rigs and forty Laser Radials competed for the 3 ISSA berths. A total of 14 races for the radials and 15 for the Lasers were completed over the weekend. Live updates were posted on the event web site during racing and the provisional results were available on-line after each race.

Invited to compete in the ISSA Cressy Trophy hosted by SEISA in Corpus Christi were

the top 3 district qualifiers in Laser Full Rig: 1st/ Max Nickbarg, Antilles School (St. Thomas, USVI); 2nd/ Viktor Wettergren, Riverview HS (Sarasota, FL); 3rd/ Paul Perry, Tampa Jesuit HS (Tampa, FL).

Similarly in participating in Radial Rig were 1st/ Christopher Stocke, Sarasota HS (Sarasota, FL); 2nd/ Erika Reineke, St. Thomas Aquinas HS (Ft. Lauderdale, FL); 3rd/ Edgar Diminich, St. Edward's School (Vero Beach, FL).

In October, we also had 2 teams participating in the Larry A. White Trophy Regatta at the US Coast Guard Academy's Fall HS Invitational Regatta on October 17-18 in New London; CT. Placing 5th was Lake Norman HS (Mooresville, NC). They were also 3rd in A division with Brad Milliken & Brendan Guthrie sailing. Richmond Hill HS (Richmond Hill, GA) joined the Lake Norman team placing 14th.

Later that month (Oct 31 - Nov 1, 2009) at Corpus Christi, the Cressy SAISA teams did well finishing 1st, 6th, and 8th place in Laser and 2nd, 4th, and 5th in Radial division.

In the full rig division Max Nickbarg (85 pts) from Antilles School received a 1st place finish, 46 points ahead of 2nd place. Sixth place went to Viktor Wettergren (145 pts) from Riverview HS, followed by 8th place Paul Perry (147 pts) from Tampa Jesuit HS.

In the Radial Rig Division, Chris Stocke (101 pts) Sarasota HS was second followed by 4th place Edgar Diminich (113 pts) St. Edward's School, Vero Beach, FL and only 1 point behind was 5th place Erika Reineke (114 pts) from St. Thomas Aquinas (Ft. Lauderdale, FL).

With Allison Jolly serving as Regatta Chair, our 11th Great Oaks District Championship was held at the University of South Florida Haney Landing Sailing Center, St. Petersburg Campus. On 3-4 October, 18 teams competed; first place went to Ft. Lauderdale HS (FL), 2nd place Wando HS (SC) and Tampa Jesuit (FL) came in 3rd.

The following month in New Orleans, teams from across the US and Hawaii competed for both the Great Oaks Trophy and the Barbara and Larry White Trophy for the Outstanding Performance of a First Time Team. In the Gold Round, first place went to Minnetonka HS (36 pts). SAISA's top team was 4th place Ft. Lauderdale HS (51 pts) followed by 5th place Shorecrest HS (62), 6th St. Croix Country Day (64), 7th Tampa Jesuit HS (70), 9th St. Pius X (74) and 11th Hilton Head HS (79).

In the Silver Round, first place went to SAISA's Wando HS (26 pts), Bishop England HS (37) was 5th followed by 8th place Venice HS (76).

Also in November, SAISA teams participated in the 1st annual Atlantic Cost Championship at the Norfolk Yacht and Country Club located in the MASSA district. The five SAISA teams were 5th place St. Thomas Aquinas (Ft. Lauderdale, FL); 6th Lake Norman HS (Mooresville, NC); 9th Wando HS (Mt. Pleasant, SC); 14th Farragut HS (Knoxville, TN) and 15th Chapel Hill HS (Chapel Hill, NC).

Currently we are midway through our doublehanded Mallory Fleet Racing Championship series with Inland, Coastal, South and Caribbean teams all competing. The North Point Gold and Spring Intersectional regattas will be run in March followed by the Mallory fleet racing and Baker team racing qualifiers in April.

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>](http://saisa.org)

PCISA

PACIFIC COAST ISSA

States: California and Hawaii

Contact: District Director Mike Segerblom, 562-433-7939

E-mail: mikesego@ussclb.org

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

Need More Information?

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

Look for this on the ISSA website this fall!

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

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High School to College Crewing Guide

By Brooke F. Thomson, St. Mary's College of Maryland

In high school, I remember someone asking a college crew if sailing ever got boring because she had already accomplished so much in high school and junior sailing. She answered, "Well, no matter how good of a crew you are, college sailing just makes you better." In my opinion, high school sailing teaches crews most of the skills they need to know, but college sailing fine-tunes and expands on those things. College crews come from a huge range of experience levels and backgrounds, but what they have in common is that everyone makes changes along the way to adapt. What follows is an attempt to pinpoint some of the bigger reasons that contribute to this transition and list all the little details that go along with it.

Some Thoughts on Boat-Handling

More than anything, it's a matter of practice. Personally, I learned boat handling mostly by listening to skippers "input" and watching other crews. Everyone learns differently, but I've found the best help usually comes from the person you're actually in the boat with.

Eventually it becomes a matter of style and being able to mesh easily to new skippers and their style. Adaptability is one of the big things that separate a good crew from the average. For a crew at any level it's an easy mistake to get stuck in a rut, but one of the biggest things I've learned from college sailing is that there's always something that can be done slightly different for better or for worse. Sometimes a change can be as insignificant as using your left hand instead of the right, but those little things tend to open the door for bigger changes. In a way boat-handling style is sort of a creative process. The best way to perfect boat handling I think is to experiment and take risks.

A lot of the time if something feels off the best way to fix it is just ask your skipper to do a few tacks or jibes with you in a row, and focus on just fixing one thing at a time until it clicks. But basically, with repetition it eventually falls together. Just don't over think it.

Some General Things:

From my west-coast perspective, college sailing takes place in smaller bodies of water than high school does. Flat water with shifty unpredictable wind blocked by buildings is common. This is true of a lot of venues like Boston University, Connecticut College, Tufts, and Coast Guard Academy.

This changes the game in that the crew has to be more aware of sailing smart and being flexible. It becomes important to be sensitive to "shifting-gears" and making smaller adjustments more frequently.

Courses are more standardized, so that each race is about 20 minutes long. Even if the time is off, a race committee will usually work really hard to make each leg and each race as standardized as possible. So if the wind picks up or dies, you know they have to lengthen or shorten the course to meet that requirement.

The range of talent in each fleet is a lot narrower. In high school

it's easier to see a difference between the first boat and the last boat to cross the finish line. But in a lot of college events, the fastest boat usually isn't as noticeably different from the last boat. For a crew, this makes the little things count more.

Boat handling becomes more fine-tuned and consistent. Because there are more crews on the line with similar experience, a couple great tacks when the boats next to you do a few good tacks can launch you ahead. On the other hand, it's easier to fall behind the fleet with just a few slip-ups.

Consistency from race to race makes a huge difference. It's a lot more common to see boats that were doing well in the morning get tired at the end of the day, and consistent teams pull ahead. A lot of fleet racing regattas don't have 2 on/ 2 off rotations. Academies like Kings Point or Navy have 18 CFJ's and 18 420's, so they run A and B division at the same time.

Be ready for longer days without breaks. It's worth it to bring a snack (and sometimes a snack for your skipper). For crews a common problem is that by being active all day, their metabolism shuts down so it's uncomfortable to eat in between races. Especially to eat and then hike. I learned the hard way that it's a lot easier to do small snacks through the day if you don't do a real lunch.

A crew needs to be equally good with 420's and FJ's. Typically it's easier to enjoy sailing in whichever boat your better at. I think a turning point for a lot of crews is when it doesn't matter what boat they're in.

Different venues mean different boats and sails. It took me a long time to feel the smaller differences among boats and longer to be comfortable with adjusting properly.

Always pay attention to the jib size and shape before you start racing.

Main shapes also vary depending on the make of the sail and how long they've been used. Look up to gauge if you need more outhaul/downhaul for a fuller or blown-out main.

A frequent mistake is not having enough outhaul on. Along that line, it's also good to check the outhaul in the cleat to make sure it isn't worn out.

If sailing 420's, some places have filled-rails. This means that the boats are heavier and boat handling needs to be slower and more forceful.

Most crews in high school already sit backwards in FJs. This is even more prevalent with college crews. Sitting forward is fine if it's what's easier for the crew, but sitting backward typically makes weight placement better and helps position you better for boat handling.

Ooching is legal in surfing conditions downwind. Don't ooch in a real high school race, but it's worthwhile to practice.

It's a lot more important to keep track of your bailer. In college you usually need to bail during races instead of in between.

Most crews keep track of bailers and tie a thin line around the handle. On the other end of it is a stopper-knot small enough to slide under the main or jib halyard. This keeps the bailer safe in case you flip and prevents it from rolling around in the boat.

Some More Specific Things

On The Starting Line:

On the starting line the crew is expected to participate a lot more in boat set up, communication, and tactics. In high school I was often told that a bad start was mostly out of the crew's hands, but in college I found that responsibility is much more shared.

Pre-Start: Take the initiative to rig and check over the boat and don't wait for the skipper to say something. College regattas involve longer days and more rotations so it's easy to start letting the little things slide.

When adjusting a lot of things (like jib halyard) the skipper can't see what you're doing. It helps to always narrate exactly how much your adjusting things.

Keep vang trimmed as if you're on a reach on the line, then trim for upwind after the gun.

Be good at adjusting the jib halyard without the skipper's help.

The most common method is for the crew to put a foot against the mast by the vang and push it away while taking the slack out of the halyard. It helps a lot to be sailing on a reach or downwind with the jib full.

It also helps make the adjustment faster if the halyard is tied off right. Basically, it should be a really clean figure "8" with the slack end of the line should be facing towards you so it's easier to pull.

Before or in the beginning of sequence spend a second with the skipper looking up the course. Know where the marks are, which side of the course and which side of the line is favored. Look for things like wind-shifts, current, anything particular to that race. Try to start thinking one step ahead of the race committee, for example, if you noticed a big wind shift expect the race committee to move marks.

Being verbal on the line is more important. Ideally, the skipper shouldn't have to look behind the boat or below the jib to know what's happening.

In the last 10 seconds or so, look both ways along the line to gauge if you're over or under the line.

As you rock to leeward, be sure the timing is right. As you trim the jib, it's really important to not trim it too fast. Let the front few inches of it luff just a bit until you're fully headed upwind. Trimming the jib too fast will make the bow want to head down, which would counter-act what the skipper's trying to do with the main and bodyweight.

Upwind:

The first 45 seconds after the race are the most important. Managing attention between boat speed and tactics can sometimes be a little bit like rubbing your belly and tapping your head. In high school, it's easier to get away with doing one thing at a time, but in college it's more important to be able to do both at once.

Detailed vang trim makes a big difference. Up the course, every time there's a puff or lull big enough where you have move in or out of the boat, its time to adjust the vang.

In a 420 with breeze, take the slack out and then another inch or two.

It's worthwhile to be really good at ducking boats. Make sure to ease and trim in sync with the skipper in order to get that extra pump. Also, bodyweight placement makes a difference.

Keep the boat flat. You can use the line of the back of the boat and make it parallel to the line of the horizon, or at least so it doesn't move much compared to the horizon. Sometimes this takes concentration, and also looking up the course to predict little puffs making and making little adjustments before it comes.

The course. Always be looking around for the wind and what the fleet is doing.

Bail! Bail whenever possible!

Call layline.

Tacks:

Try being really sensitive to everything a skipper does. A skipper shouldn't have to tell the crew when they're about to tack.

In general, try to remember that tacking is more about timing than force. The longer you back the jib the more the boat will want to roll, so don't rush it.

As you come up to each rail take a moment to twist your body so that you're rolling/flattening off your butt and not your hip. In the long run (even in really light air) it will give you a lot more power with less energy.

For 420 light air tacks, get both feet on the side of the centerboard you roll on and both feet across the boat for the flatten. If you're having trouble rolling hard enough, try to get comfortable putting both feet on each side in an FJ too.

Trimming out of a tack, try to get the jib and main trimmed at the same time. Listen to the mainsheet ratchet, and try to get the amount of jib sheet trim to match it (in inches and timing).

Downwind:

Like upwind, the main goal is to keep the boat flat. If you think of it like a balance board, start to predict each little tiny movement and counter-act it before it happens. Once again, to begin the best way to gauge this is to watch the bow or stern of the boat and try to prevent it from moving.

Sitting versus standing. It's tempting to relax on the centerboard trunk, but you constantly have to be moving. Start making smaller adjustments by using shoulders, and then bigger adjustments use entire body.

The crew should always be looking backwards.

If you're having trouble with heel, use at the tiller as a gauge.

Use your weight to make the tiller stay in place without the skipper holding it. Usually that place is slightly away from the skipper (roughly a 45 degree angle pointed away from the skipper).

When holding the jib out on a reach, hold onto the jib sheet that goes to the windward block. It's natural to hold onto the line that feeds into the leeward ratchet (your side of the boat), but it's easier to grab the other one (the one that sits in front of the mast). This makes it so you can keep the slack out of the leeward sheet and trim from the ratchet faster if you're skipper needs to jibe or head up suddenly.

There's a lot more adjusting the vang. Smaller adjustments more frequently are important.

The easiest way to think of vang trim is to consider it like adjusting a separate sail. Look behind you to anticipate puffs, and trim or ease the jib slightly to prepare. A lot of crews always have a hand on the vang downwind.

In breeze, de-power using vang, not centerboard (unless you're about to flip). Look behind you to watch puffs coming your way

and have the vang on before they reach your boat. Remember to take the vang off the second the puff passes.

Watch the twist at the top of the sail. Another way to tell is to look at end of the boom. In puffs, the boom should have some breathing space to come up a bit in puffs, but you don't want it moving too much.

Bail!

Jibes:

Try to keep the jib full through the entire jibe. It may help to just keep your eyes on the jib and nothing else through the jibe.

If the skipper heads down but doesn't jibe, and the jib wants to come over, hold the jib on a wing. This is also the same for approaching the leeward mark.

In light air + chop, take the slack out of the vang before jibing. This will help prevent the batten from inverting.

The first thing to do out of any jibe is to push the boom all the way out to the shroud. Also check to make sure the baton isn't inverted.

In college I found more skippers preferred a really snappy transition out of a wing-to-wing jibe where the jib went straight to them, no matter what.

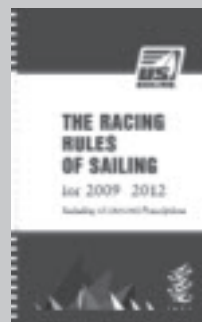
Before the jib fills, and as you stand up (pushing the boom out to the shroud) yank it over to the other side. It helps to imagine the hand going straight from the ratchet to the top of the mast. If you listen to the ratchet it should sound like one ripping noise, instead of hearing all of the individual clicks.

To make sure it works every time, it takes some maintenance between jibes. If there's any slack in the jib sheets before a jibe, you're arm won't be long enough to get the jib full in one movement. Before jibing, take all the slack out on either ratchet and during the jibe don't let the jib get too loose.

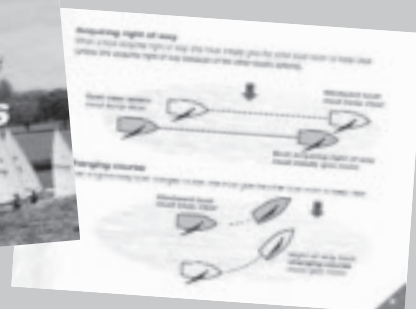
If the jib feels forced, either you're not pulling it over fast enough or you're coming out of jibes too high. Either you're rolling too hard or you need to tell the skipper to use less tiller.

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2009 Hawaii High School IMU Invitational Regatta

This past Thanksgiving, the 1st *Hawaii High School IMU Invitational Regatta* was held at the University of Hawaii sailing facility in Honolulu, Hawaii. Twelve teams from nine high schools competed in this 2 day regatta, sponsored by the Hawaii Youth Sailing Association (HYSA). A total of 20 races were completed in all. The four teams from the mainland were: Orcas Island- Seattle, WA; Stevenson High- Pebble Beach, CA and two teams from Palos Verdes High-Palos Verdes CA. Representing Honolulu was: Iolani School, Kamehameha School, Mid Pacific Institute, Pearl Harbor/Navy High, Punahou School, and Sacred Hearts Academy. Seven teams sailed in the Gold Division while 5 teams sailed in the Silver Division.



With winds ranging from 10-20 knots and higher gusts, all teams had their work cut out for them! The sailing venue provided shifty conditions, strong puffs and great competition. The venue is very spectator friendly with excellent viewing areas of the whole course.

On Saturday evening, amid light tropical breezes, all sailors, coaches and volunteers were treated to a local style Hawaiian Luau at the home of Fuzz and Leslie Foster. Complete with the turkey from their IMU, there was lots of food and music and this gave the sailors an opportunity to get to know each other off the water. Fun was had by all.



The scuttlebutt is that this year's visiting teams plan to return next year with more sailors and bring new schools with them!

Results for our inaugural event:

Gold fleet:

Mid Pacific Institute: Laura Hughes, Kyle Vera, Ryan Doyle & Morgan Merril____1st
Palos Verdes HS: Roger O'Connor and Nick Smith____2nd
Orcas Island HS: Jake White, Josh Inch____3rd

Silver fleet:

Punahou School: Katherine Hughes, Lindsey Andrade, Nathan Allman & Mitchell Woodrow__1st
Pearl Harbor/Navy: Grace Meany, Ryan McDonald, Andrew Rizer, Matthew Farrall____2nd
Kamehameha School: Kyrra Lau-Eglinton, Kaitlin Ladeira, Justin Lowe____3rd

Look for the 2010 NOR to be issued in April 2010 for this annual Thanksgiving Regatta and make your reservations early. Come sail the warm tropical trade winds of Hawaii. For questions, please contact Bob Ale (808-546-7497), Commodore, Hawaii Youth Sailing Assn. or Tom Pochereva (808-524-6700), Staff Commodore, Hawaii Youth Sailing Assn.

PCISA Women's Invitational

The First PCISA Women's Invitational will be hosted by San Diego Yacht Club May 29-30. The regatta is open to all female High School sailors and will be sailed under the ISSA Procedural rules. The regatta will be sailed with an A and B division. Each team is responsible for providing one class legal CFJ. Charter boats are available from SDYC; the point of contact for arranging charter boats is Carrie Schluter at carrieschluter@gmail.com. Sails will be provided by PCISA. All boats will be sailed in a round robin format.

Schedule of Events:

Saturday, May 29, 2010

Report Time	0900
Registration Ends	1000
Skippers Meeting	1030
Racing Begins	1100
Dinner & Raffle	1700

Sunday, May 30, 2010

Report Time	0900
Skippers Meeting	0930
Racing Begins	1030
No Start After	1500
Trophy Presentation	1700

Housing

Housing is available on a first come, first serve basis. Point of contact for housing arrangements is Tamra Henken (tamra@teamortho.com) or 949-633-8264.

Entry Forms

Entry forms will be available in early March 2010. Entry fees are \$125 per team. The entry fee includes continental breakfast, on-water lunches for four sailors and dinner tickets for four sailors. Additional meal packages will be available.

For more information please contact Mary Brigden at 619-392-4477 or email snowsailor@cox.net.

Final Allocations Set for 2009-10 Championship Regattas



District	Mallory	Baker	Cressy full	Cressy Radial
New England	4	2	4	4
Mid-Atlantic	3	2	3	3
South Atlantic	4	2	3	3
Midwest	2	1	2	2
Southeast	1	1	1	1
Northwest	1	1	1	1
Pacific	5	3	4	4
	20	12	18	18

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In what capacity? _____

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(Note: All Schools Join through their District)

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San Diego, CA 92106 - 619-222-0252

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

NOTICE OF RACE

ISSA HIGH SCHOOL DOUBLEHANDED CHAMPIONSHIP For the MALLORY TROPHY

Hosted by
New England Schools Sailing Association (NESSA)
Greenwich HS, Greenwich Academy, Brunswick School, Indian Harbor YC
Greenwich, CT - May 7-9, 2010

Trophy presentation to follow as soon as practical.

RULES

The regatta will be governed by the Racing Rules of Sailing 2009-2012, the prescriptions of US SAILING, the ISSA Procedural Rules, this Notice of Race, and the Sailing Instructions.

As per ISAF Regulation 20.5.7, no advertising may be displayed.

However, all competitors may be permitted or required to display advertising of the event sponsors on each side of the hull in accordance with regulation 20.4.1.1 (a)."

ISSA PR 14 is in effect.

ISSA Expedited Protest Procedure for Fleet Racing may be used (Appendix B)

ELIGIBILITY

Competing schools must be current members of ISSA and comply with ISSA Procedural Rule 1.

Selection of competing schools will be by district elimination.

Allocations will be determined by the ISSA Board and posted on the ISSA website. Schools should contact their district directors to find out details on district qualifiers.

ENTRY AND COMMUNICATIONS

Eligible schools must submit an official entry form and two separate checks, one for entry fee, and one for boat damage deposit, to the regatta chair by May 1, 2010. If the district elimination is to be held after this date, the district director must contact the regatta chair prior to May 1, 2010 so that special arrangements can be made.

All forms and checks should be sent to Indian Harbor Yacht Club with the notation "2010 Mallory Trophy" on the check and envelope.

Teams unable to compete must notify the regatta chair, their district director, and the ISSA as soon as possible. ISSA will reallocate vacant district quotas. The first open allocation will go to the host district. A berth becomes vacant when the qualifying district is unable to fill the berth.

ENTRY FEE & DAMAGE DEPOSIT

The entry fee is \$400 per school. This includes racing fees, meal package for up to 8 people per team and event t-shirts. Additional meal packages are available for \$40/person.

A damage deposit of \$300 must be submitted with each entry. This is refundable if the boat and gear are returned undamaged. In the event damage cannot be attributed to a particular team, the repair costs will be divided evenly amongst all the competing teams.

Make both checks payable to: Indian Harbor Yacht Club.

BOATS

SCV420s will be provided by Greenwich HS, Greenwich Academy, Brunswick School, and Indian Harbor YC. Boats will be sailed as provided.

OFFICIAL NOTICE BOARD

The notice board is located in the main lobby at the Indian Harbor YC.

SCHEDULE

Friday, May 7, 2010	1200 – 1800	Registration and practice
	1500	Practice race(s)
Saturday, May 8, 2010	0800 – 0900	Registration
	0915	Mandatory Competitors briefing
		Time for the first warning will be announced at this time.
Sunday, May 9, 2010	0845	Mandatory Competitors briefing
		Time for the first warning will be announced at this time.
	1600	No first warning signal for A-Division will be made after this time.

SAILING INSTRUCTIONS

Sailing instructions will be available during registration.

RACING AREA

All races will be sailed off of IHYC. Charts will be available at registration.

COURSES

Courses will be as prescribed in ISSA PR 7.7.

SCORING

The regatta will be scored in accordance with ISSA PR 11.

TRAVEL AND TRANSPORTATION:

By air: LaGuardia Airport is usually the best option (50 minute drive typically). JFK Airport and Newark Airport in NJ are good options too but are a bit further (75 minutes) from IHYC. Westchester Airport (15 minute drive) is a nearby regional airport that occasionally has attractively priced flights.

By road: From the north, take I-95 south to Exit 3 (Arch Street, Greenwich) in Connecticut. Turn left under the highway onto Arch St, then right onto Steamboat RD. The Club is on the right near the end. From the South, take I-95 north to Exit 3 (Arch Street, Greenwich) in Connecticut. Turn right under the highway onto Arch St, then right onto Steamboat RD. The Club is on the right near the end.

A list of local hotels can be found on the ISSA website.

COACHING

ISSA PR 8 is in effect.

Team leaders, chaperones, coaches, parents, advisors and other support personnel shall not go afloat in the sailing area from reporting Friday to ending Sunday unless explicitly permitted in the Sailing Instructions. 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.

PRIZES

Prizes will be awarded to schools placing 1st, 2nd and 3rd in the regatta. The top school will have its name engraved on the perpetual Mallory trophy.

CONTESTANT CONDUCT

No contestant shall use, either on or off the water, alcoholic beverages (beer, wine, or distilled spirits, each as defined in Chapter 51 of the US Internal Revenue Code and intended for beverage use), or marijuana, cocaine, 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 inappropriate conduct occurring during May 7-9, 2010, may be the basis for a hearing under RRS 69.1. The protest committee for such a hearing shall include a member of the ISSA Board of Directors, the Chief Judge of the event, and at least one other person. This protest committee shall, at a time and place selected by it, meet to hear said protest, and it may impose scoring penalties, or other sanctions that it deems appropriate, including summary removal from the regatta.

REGATTA CONTACTS

Regatta Chair and Registration
Jonathan Nye
212-969-2483 (work) or 203-637-7923 (home)
203-869-0135 (IHYC fax)
jonathannye@optonline.net

ISSA Liaison
Rob Hurd
508-748-2000 x2327
rshurd@hotmail.com

Notice of Race

ISSA High School Team Racing Championship for the Toby Baker Trophy

May 21-23, 2010

Sail Sand Point, Seattle, WA

RULES:

The regatta will be governed by the Racing Rules of Sailing for 2009-2012, including Appendix D, the prescriptions of US SAILING, the ISSA Procedural Rules, this Notice of Race, and the Sailing Instructions. Rule D2.3(b), Races with Limited Umpiring, will apply. Rule D2.4(b), regarding protests and requests for redress, will apply.

ELIGIBILITY:

Competing schools shall be members of ISSA and meet ISSA eligibility rules as prescribed in the Procedural Rules. Teams shall be accompanied by a designated adult team leader, who may be an advisor, coach or parent recognized by the school. Selection of competing schools will be by district elimination. The regatta has 12 berths. Allocations of those berths to schools will be determined by the ISSA Board. Schools should contact their district directors for details on district qualifiers.

ENTRY AND COMMUNICATIONS:

Eligible schools and sailors shall enter by submitting an official entry form (attached at the end of this Notice of Race) and two separate checks, one for entry fee, and one for boat damage deposit, by May 10, 2010. Send all forms and checks to:

Burke Thomas
Baker Registration
P. O. Box 1958
Eastsound, WA 98245
Phone: 360-317-6427

Make checks payable to "NWISA". If the elimination for your district is to be held after this date, please have your district director contact Burke Thomas immediately so special arrangements can be made.

A team allocated a berth but unable to compete shall notify Burke Thomas and ISSA as soon as possible. ISSA will reallocate vacant berths. The first open berth will go to the host district. A berth becomes vacant when the qualifying district becomes unable to fill the berth.

ENTRY FEE:

4.1. The entry is \$425 per school. This includes continental breakfast, lunch and drinks on the water, snacks after racing for up to 9 team members. Additional team members, team leaders, coaches and parents can buy additional meal packages for \$25 each.

4.2. Make checks payable to: "NWISA".

DAMAGE DEPOSIT:

5.1. A damage deposit of \$200.00 shall be submitted with each entry. This is refundable if the boats and gear are returned undamaged. In the event damage cannot be attributed to a particular team, the repair costs will be divided evenly amongst all the competing teams.

5.2. Make checks payable to "NWISA".

BOATS:

Races will be sailed in Club FJ's provided by the host district.

SCHEDULE:

Friday, May 21, 2010

1400 – 1900 Registration and practice at Sail Sand Point. Competitors shall have completed registration to get a boat for practice. Boats are available for practice on a first-come-first-served basis however, practice time will be limited to 90 minutes and each team practicing may use only three boats.

Saturday, May 22, 2010

0830 – 0900 Continental breakfast on pier and last-minute registration. Rig boats.

0900 Competitors Meeting – MANDATORY.
Starting time for first race will be announced at Competitors Meeting; sailing will continue throughout the day.

Sunday, May 23, 2010

0830 – 0900 Continental breakfast. Rig boats.

0900 Competitors Meeting – MANDATORY.
Starting time for first race will be announced at Competitors Meeting; sailing will continue throughout the day.

1830 No race will be started after this time, with the exception of any sail off, if needed.

1900 After-race snack and Trophy Presentation.

Any changes to the schedule will be posted on the Official Notice Board located in the tent on the Sail Sand Point pier or on the float where boat swaps will occur.

RACING AREA:

All races will be sailed on Lake Washington, in the waters off Sail Sand Point. Boat swaps will occur from a float in the vicinity of the starting and finishing lines.

COURSES:

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

SCORING:

The regatta will be scored in accordance with ISSA Procedural Rules.

HOUSING:

No housing is provided. A list of hotels is included with this notice of race.

TRAVEL AND TRANSPORTATION:

Competitors should use Seattle-Tacoma International Airport ("SEA"). Teams are responsible for their own transportation. The address of the regatta site is: 7777 62nd Ave. NE, #101, Seattle, WA 98115

COACHING:

Team leaders, chaperones, coaches, parents, advisors and other support personnel shall not go afloat in the sailing area from the end of practice sessions Friday to the end of racing Sunday UNLESS they are on the boat-swap float or tug or an exception has been explicitly permitted by the one of the regatta co-chairs. 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.

PRIZES:

Prizes will be awarded to schools placing 1st, 2nd and 3rd in the regatta. The top school will have its name engraved on the perpetual Toby Baker Trophy.

CONDUCT

No contestant shall use, either on or off the water, alcoholic beverages (beer, wine, or distilled spirits, each as defined in Chapter 51 of the US Internal Revenue Code and intended for beverage use), or marijuana, cocaine, 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 inappropriate conduct occurring during May 21-23, 2010, may be the basis for a hearing under RRS 69.1. The protest committee for such a hearing shall include a member of the ISSA Board of Directors, the Chief Judge of the event, and at least one other person. This protest committee shall, at a time and place selected by it, meet to hear said protest, and it may impose scoring penalties, or other sanctions that it deems appropriate, including summary removal from the regatta.

REGATTA CONTACTS:

	Name	Telephone	Email
Regatta Co-Chairs:	Burke Thomas	360-317-6427	
	orcassailingcoach@gmail.com		
	Alex Jones	360-434-0188	
	amj3@u.washington.edu		
Registration:	Burke Thomas	360-317-6427	
	orcassailingcoach@gmail.com		
NWISA:	Burke Thomas	360-317-6427	

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CHANGE SERVICE REQUESTED

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 LaserPerformance with ICSA. The composite schedule taxes 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	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Cressy	MA	SE	SA	MW	PC	NE	NW	MA	SE	SA	MW
Mallory	SA	NE	SE	NW	MW	PC	MA	SA	NE	SE	NW
Baker	PC	NW	MA	NE	SA	SE	MW	PC	MA	NW	SA