

Introduction

"You haven't won the race, if in winning the race, you have lost the respect of your competitors."

~ Paul Elvstrom, four-time Olympic gold medalist and eleven-time world champion

Sailboat racing is best done with the Corinthian Spirit - an especially high standard of sportsmanship. On the DC Sail HS Sailing Team, we endeavor to sail with this Spirit – as we race by the rules even and especially when no one is looking. As participating Sailors and Parents, you are ambassadors for DC Sail and DC Sail HS Racing, in addition to your schools. The community of sailboat racers is international and yet, it is a small, close-knit community where life-long connections and friendships can be developed and nurtured.

Participating Sailors are responsible for:

- 1) himself/herself (by being well-equipped and well-prepared and on-time),
- 2) his/her teammates and fellow competitors (by exhibiting teamwork and exercising safety), &
- 3) the care and respect for the boats and equipment at DC Sail and other venues.

Established in 2005, the DC Sail HS Racing acts as a facilitator for local high school sailing teams. Space permitting, any student is welcome to participate in the program, regardless of whether or not they have a program at their school. The DC Sail HS Racing allows students from high schools throughout the DC metro area to participate in our Learn-to-Sail Green Fleet, Junior Varsity, and Varsity Interscholastic teams.

Tryouts

Each Season begins with tryouts for the Varsity team. The Coaches will inform sailors of the tryout session date and time. During the Tryouts, the Coaches will evaluate the skills of each Sailor; at the end of the week of Tryouts, the Coaches will announce each Sailor's designation into JV or Varsity. If your sailor does not yet feel equipped for the JV team they will begin in our Learn-to-Sail Green Fleet program.

Green Fleet, JV, and Varsity

Varsity

- Our Varsity level is focused on racing and fine tuning their competitive sailing skills. Attendance and teamwork will be strictly enforced. Our highly competitive teams will strive to qualify for and compete in local and national championships, as well as prestigious invitational regattas. Practices must be taken very seriously and sailors must make the best of their time on the

water. Varsity sailors are also seen as role models and at times mentors for JV sailors, especially for sailors coming up in the ranks within their own school. Many of our varsity sailors will go on to compete on the collegiate level.

Junior Varsity

- The goal of the Junior Varsity is to develop the skills that sailors may already have from previous sailing experience, and build on their boat handling skills. Focus will be on making sure each sailor has a vast knowledge of rigging, boat handling techniques, and points of sail. JV sailors will also learn racing fundamentals and will practice a wide array of racing moves. They will sail in local JV regattas during the season. If a JV sailor shows exceptional promise, they may sail a Varsity regatta as a crew if needed.

Green Fleet

- These sailors will learn the basics and fundamentals of dinghy sailing. The focus will be on rigging, boat handling, and points of sail. On land demonstrations, classroom work, and on the water repetition will encourage growth for these sailors. These sailors should be working towards making the Junior Varsity team.

Practice

Practices are held from 3:30 pm to 6:30 pm, Monday through Friday. Prior to each Season, the Coaches will distribute a practice schedule for Learn-to-Sail, JV and Varsity, with designation for Land Days (On Shore Instruction or workouts) and Water Days (On Water Practice). Land Days will be held at the DC Sail docks, or will be fitness days. On Water Days, Sailors are expected to be well-prepared and properly equipped to race in all conditions. Sailors are expected to come prepared for both land and water days, as weather is often unpredictable and we try to use our time as effectively as possible.

Eligible Teams & Independent Sailors

Eligible High School Teams – In each fleet-racing regatta, participation and scoring are team-based and each team must consist of a minimum of 4 Sailors; in each team-racing regatta, the minimum is either 4 Sailors (2x2 events) or 6 Sailors (3x3 events), depending on the format chosen by the regatta host. Each boat has a pair of Sailors, one skipper and one crew. For Fleet races each school enters one pair in A-Division and a second pair in B-Division. Throughout a fleet-racing regatta, Sailors may substitute in as prescribed in the High School Sailing Procedural Rules. In Team race events (either 2x2 or 3x3) all sailors will be on the course, except substitutes (if any). The Coaches will assist Sailors to officially register a team with their school for team or Physical Education credit. In order to participate in regional or championship regattas, all Sailors must be full-time students at the same school. Scoring is done electronically, and mandatory for Varsity events, using tech [score](#).

Eligible Independent Sailors – Sailors who do not have a minimum of 4 Sailors from one school may participate as an Independent Sailor. When an “Eligible School Team” is in need of an additional Sailor,



an Independent Sailor may participate as a member of such team, except for regional or championship regattas. The Coaches will use their best efforts to maximize the Independent Sailor's participation with one particular Eligible High School Team, when possible. Independent sailors may also compete in "open" events, where official teams are not required. Events such as the women's only regatta are open.

Teamwork

Whether racing a single-handed dinghy or a large keel boat, Sailors have a unique opportunity to understand, practice and appreciate teamwork. We expect that all sailors treat each other with respect on and off the water. The DC Sail coaches have no tolerance for bullying or negative treatment of teammates or coaches, whether they are from DCSail or other programs, and will address situations as they arise.

Skipper & Crew - When racing double-handed dinghies in high school, the skipper and crew must work together to synchronize their boat-handling to optimize the boat's movement through the water. They will prevail when they communicate their observations of racing conditions and their ideas of strategy and tactics.

School Team – In Fleet Racing Regattas, each school enters one skipper-crew pair in A-Division and a second pair in B-Division. In Team Racing Regattas, each school enters three skipper-crew pairs. As Regatta participation and scoring are team-based, Sailors support and challenge teammates to elevate each other's performance.

Independents – By the nature of their status, Independents must be able to quickly develop a sense of teamwork with their assigned team. At the same time, a team in need of an Independent must be welcoming.

Co-Ed Teams and Competition – Sailboat racing is likely the only organized sport in high school and college that is truly co-ed. Although there are regattas and championships that are specifically for girls or women, the majority of the competitions competitors of all genders. As such, high school racing provides unique opportunities for all genders to learn how to work together on shore and on the water.

Codes of Conduct

“As a DC Sail Sailor I WILL..

1. Respect the decision of the coaches and officials (even if I disagree with a ruling)
2. Respect my fellow sailors and my opponents both on and off the water
3. Respect myself and acknowledge my potential to always grow and get better
4. Learn the rules and play by them even when not being watched
5. Thank the race committee and my supporters for allowing me to achieve my best
6. Lose with dignity and win with humility

“As a DC Sail Sailor I will NOT...

1. Challenge or Insult my coaches based on a decision I disagree with
2. Insult the opposition
3. Insult or undermine my own teammates
4. Cheat
5. Complain
6. Lose my composure, self control, or dignity

Communication

During Practice – Major and minor announcements are made by the Coaches and fellow Sailors. It is the Sailor’s responsibility to be present for announcements and/or to communicate with fellow Sailors who were or will be present during Practice.

Email Messages – The Coaches will use their best efforts to make all major announcements by email to Sailors and Parents. Due to the fact that the coaches have jobs during the day, the easiest form of communication is via email.

Facebook – Major and minor announcements are made by Coaches and Sailors via the closed Facebook Group for the DC Sail HS. Sailors and Parents are invited to join the Facebook Group. DC Sail HS, including the Head coaches, will manage the Facebook Group to monitor and restrict access to only those affiliated with DC Sail HS.

Cell Phones – The Coaches will provide their cell phone numbers to the Sailors and Parents, for non-emergencies, please schedule phone calls with the coaches at times convenient for both parties. Use of these private cell phone numbers should be limited during the hours of 9-3pm M-F, except in

emergencies. Cell phones will be the easiest form of communication the day of away regattas, during home regattas the coaches may have limited access, due to the coordination of the event.

Safety & Security

On Shore

Physical Layout - Sailors and Parents are allowed access to the DC Sail docks, through the Coaches, when staff is present. For Practices and Regattas, the gate may or may not be monitored, but must remain closed. It is up to the Sailors and Parents to limit access to members of the DC Sail HS community for the safety of the Sailors and the security of the property of DC Sail and its Sailors.

Arrival & Dismissal for Practice – The Coaches are mindful of which Sailors are expected at Practice on each day. The Sailors are responsible for communicating with the Coaches by cell phone or email when they expect to be absent or tardy. If a Sailor is not present and has not communicated with the Coaches, the Coaches will use their best efforts to reach the Sailor, the Parents and fellow teammates to inquire about the safety of such Sailors. For Sailors commuting home via the Metro, the Coaches will encourage them to walk in pairs or groups to the Waterfront Metro Station.

Arrival & Dismissal for Regattas - Sailors are responsible for arranging transportation to and from Regattas. Please note that the Coaches are not allowed to transport students to or from Regattas.

Medical Procedures - The Coaches are certified by the in CPR, First Aid and AED operation.

On Water

Personal Gear – Sailors must be well-equipped and well-prepared for racing. Per ISSA Rules, all competitors must be able to swim at least 50 yards and tread water for 5 minutes in freshwater.

- Wetsuits/Drysuits - When the combined air and water temperature is below 120 degrees, Sailors are required to wear a full length wetsuit or drysuit.
- Life Jackets – Per ISSA Rules, inherently buoyant personal flotation devices meeting U.S. Coast Guard (“USCG”) regulations for Personal Flotation Devices (“PFD’s”) Type III or V, or those using USCG terminology “wearable” shall be worn, properly secured, by all competitors while on the water, except briefly while changing or adjusting clothing.
- No Cotton Clothing – Because the qualities of cotton fabric allow it to retain moisture, Sailors are strongly encouraged not to wear cotton clothing to Practice or Regattas throughout the year.
- Other Gear – Sailors are required to wear footwear at all times, preferably closed-toed. Helmets and Sunglasses are optional. Bailers are a valuable commodity in dinghy racing; empty

liquid laundry detergent containers work best. We also recommend that sailors invest in a handheld watch with the ability to countdown from 3 or 5 minutes.

Boats & Equipment – Sailors are responsible for the care and respect for the boats and equipment at DC Sail and other venues. At each Practice and Regatta, the Coaches operate motorized crafts (which operate as safety boats) that are available to assist Sailors as necessary. However, Sailors are trained in righting a capsized boat without assistance.

Hydration – Sailors are strongly encouraged to hydrate before, during and after racing – as proper hydration is critical to safety and performance. Water bottles are strongly encouraged and a water cooler is provided at the docks.

Hypothermia – While all Coaches are familiar with the signs and symptoms of hypothermia, all Sailors should be familiar with the signs of hypothermia so that he/she may recognize such symptoms in himself/herself and in fellow sailors, and help communicate this to coaches, especially when on the water. Sailors must comply with the suggested Personal Gear listed above to decrease the chances of hypothermia. The Coaches and operators of safety boats will encourage Sailors to right their capsized boat without assistance. All must work together to recognize signs of hypothermia and allow for assistance as needed. If coaches are concerned about a sailor's well-being they will be taken off the boat/water immediately.

Concussions – Sailors should be familiar with the signs of a concussion so that he/she may recognize such symptoms in himself/herself and in fellow sailors. As a boat has many parts that move with force, Sailors learn when and how to stay clear. However, Sailors also learn that mishaps and accidents can occur while sailing. If safety is at risk due to a Sailor's injury, everyone must work together to eliminate or reduce such risk. In case of a head injury and/or a concussion (determined or suspected), the Coaches will conduct a concussion test and follow set procedures.

Excessive Rainfall – When rainfall within a 24-hour period is in excess of 1.5 inches, the area water treatment facilities are overwhelmed. Upon this occurrence, the authorities declare the Potomac River unsafe for operators of small watercraft and DC Sail will cancel all on the water sailing activity until river conditions are considered safe once again, land practices may still resume.

Commercial Traffic – By law, recreational watercraft must yield to commercial watercraft – those who are on the water for pleasure must be respectful of those who are on the water for work. Since existence, DC Sail has developed and nurtured a strong working relationship with its commercial neighbors. Sailors must heed the signs of commercial watercraft in motion and soon-to-be in motion. Doing otherwise will compromise the safety of Sailors and operators of safety boats. More importantly the majority of the commercial water crafts that travel up/down the Anacostia have limited

maneuverability, and it is much easier/safer for our small crafts to move for their substantially larger crafts.

Regattas

Regattas are held on weekend days. Prior to each Season, the Coaches will distribute a regatta schedule for Learn-To-Sail, JV and Varsity. During the first week of each Season, the Coaches will announce the list of Eligible School Teams slated to compete in each regatta, along with a Waitlist (decided by the league based on team's results in the season prior). Each participating team will be required to confirm availability by their first practice in the preceding week (Monday or Tuesday before the event) so that the Coaches may effectively and efficiently manage the Waitlist and maximize the racing opportunities for all Sailors. **NOTE: Eligible School Teams that forfeit a slot for a regatta within 3 days of the regatta will lose slots in the next season, per MDISA rules. It is important to communicate with the coaches as soon as any conflicts with regattas are known, so that they can find substitutes.**

ISSA, MASSA and MDISA

- The Interscholastic Sailing Association (“ISSA”) governs secondary school sailing in the US, in both independent and public high schools. All competition within ISSA or any of its member district associations shall be governed by the International Sailing Federation’s Rules of Sailing, as adopted by the United States Sailing Association (US Sailing). Sailor eligibility for ISSA regattas starts at the ninth grade; there are no age limits. As in college sailing, there are seven district associations that schedule events, as well as a system of national championships. While ISSA had its origins in preparatory schools of the Northeast in 1930, it is now a nationwide organization with active districts in Northeast (NESSA), Mid-Atlantic (MASSA), South Atlantic (SAISA), Southeast (SEISA), Midwest (MISSA), Pacific Coast (PCISA, and Northwest (NWISA). The ISSA Procedural Rules 2013-2016 (“ISSA Rules”) and additional information can be found at their website – www.hssailing.org.
- As an active district of ISSA, the Mid-Atlantic Scholastic Sailing Association (“MASSA”) maintains its objective to further the sport of sailing among secondary schools in the Mid-Atlantic district of ISSA and to organize and schedule competition for these schools using standard rules and procedures. Each member school must complete an ISSA Membership Form including a complete team roster and pay dues. MASSA is organized through five leagues in Maryland (MDISA), New Jersey (NJISA), New York-Northwest (NYISA-NW), New York –Southeast (NYISA-SE) and Virginia (VISA). The MASSA Code of Conduct and additional information can be found at their website – www.massa.hssailing.org.

Although the DC Sail HS has Participating Sailors from the District of Columbia and Virginia, we are members of the Maryland Interscholastic Sailing Association.

Major Regattas

- **MDISA JV Championships (Fleet-Racing)** – Each Fall and Spring Season, MDISA holds a JV Championship in a fleet-racing format. This regatta differs from other regattas in that Eligible High School Teams must have 4 Sailors who attend such school.
- **MDISA Varsity Championships (Fleet-Racing)** - Each Fall and Spring Season, MDISA holds a Varsity Championship in a fleet-racing format. This regatta differs from other regattas in that Eligible High School Teams must have all Sailors who attend such school. The top five Eligible High School Teams in the Spring MDISA Varsity Championship qualify for the MASSA Varsity Championships; from the MASSA Varsity Championships, the top three Eligible High School Teams qualify for the National Varsity Championships. The winner National Varsity Championship receives the Mallory Trophy.
- **MASSA Silver Championship (Fleet-Racing)** – Beginning in Spring 2015, the MASSA holds the Silver Championship, which is an invitational for teams that performed well in the state championships but did not qualify for the MASSA Championship.
- **MDISA Varsity Championship (Team-Racing)** – Each Spring Season, MDISA holds the Varsity Championship in a team-racing format. As in fleet-racing, Eligible High School Teams must have all Sailors who attend such school. The top three Eligible High School Teams qualify for the MASSA Varsity Team Racing Championship; from the MASSA Varsity Team Racing Championship, the top 3-5 Eligible High School Teams qualify for the Baker Trophy.
- **Cressy Trophy (Single-Handed Fleet-Racing)** – Each Fall Season, ISSA holds the Cressy Trophy, the National High school Singlehanded Championship. In order to attend the Cressy event you must qualify at Cressy Qualifiers.

Regatta Logistics

Home Regattas

- Each season, DC Sail HS hosts regattas at our facilities. Before, during and after these regattas, parent volunteers are critical to the operations of the day. It is helpful to the Coaches when parents volunteer to 1) monitor the gates that provide access to the various DC Sail facilities, 2) providing information or guidance to our guests, 3) donate food for the sailors, 4) help with race committee operations.

Away Regattas

- Each season, DC Sail HS Teams participate in regattas hosted by Annapolis Yacht Club (AYC), Baltimore County Sailing Center (BCSC), Gunston School, Sailing Center Chesapeake (SCC), Severn Sailing Association (SSA), Eastport Yacht Club, St. Mary's Ryken, and Severn School. Each venue provides their boats for use by competitors; these clubs or centers may have FJ's (as DC Sail has) or 420's (a similar double-handed racing boat). Coaches will send out addresses and logistics prior to the event and by request at the beginning of the season (for personal planning purposes).

After Racing Concludes

- Even after racing has concluded for the day, participating Sailors remain responsible for:
 - 1) himself/herself (by being well-equipped and well-prepared),
 - 2) his/her teammates and fellow competitors (by exhibiting teamwork and exercising safety), &
 - 3) the care and respect for the boats and equipment at DC Sail and other venues.

Prior to leaving DC Sail and other venues, Sailors are required to follow the standard practice of the venue for proper storage of boats and equipment, as well as clean up any and all garbage from the day. This will increase the life of the boats, equipment and facility as well as reduce the amount of money needed for repair or replacement.

Upon arriving home, Sailors are strongly encouraged to consider that a day of sailing is not truly over until all gear is properly rinsed off. Otherwise, Personal Gear may be damaged or deemed to be less desirable.

The responsibilities listed above are listed twice in this Handbook to emphasize their importance to the individuals participating in the sport of sailing.

Family Participation - Regattas

Although family and friends of our Sailors may or may not have sailing or racing experience, we all want to provide our Sailors with support and encouragement.

Recommended Reading – We hope that you will peruse the list of Recommended Reading elsewhere in this Handbook and find some of it helpful in increasing your knowledge of sailing and racing.

On-Shore Support

- Spectating – Needless to say, family and friends may come to Practice and Regattas to view the competition from shore. At some venues, the race course is close enough to shore for viewing; a pair of binoculars are helpful at times. However, we do ask that Parents respect and allow the Coaches to provide instruction and coaching to the Sailors in between races, and at the beginning and conclusion of all events.
- Attending Meetings – Before the start of each Season, DC Sail will hold a meeting to welcome new and returning Sailors and Parents. We will discuss standard practices and logistical details. Attendance is strongly encouraged.

- Volunteering - Each season, DC Sail HS hosts regattas at our facilities. Before, during and after these regattas, parent volunteers are critical to the operations of the day. It is helpful to the Coaches when parents volunteer to 1) monitor the gates that provide access to the various DC Sail facilities, 2) providing information or guidance to our guests, 3) donate food, 4) help with race committee operations. Parents have also volunteered by serving on the DC Sail Board of Directors and by assisting in fundraising.

On-the-Water – Family and friends may come to Regattas to view the competition from the water, however most locations prohibit coaches and/or parents, unless expressly allowed for race committee duties, to go afloat during a regatta. The rules of sailing prohibit parents from 1) providing assistance, coaching or advice during a race, and 2) being close enough to any racer or the race committee to interfere, as determined by the race committee. Violation of these rules may result in the disqualification of the team from a race or the regatta.

Parenting – Parents are critical to the development of a responsible sailor.

- Upon arriving home, Sailors are strongly encouraged to consider that a day of sailing is not truly over until your gear is properly rinsed off. Otherwise, Personal Gear may be damaged or deemed to be less desirable. We ask that Parents reiterate this message.
- As many of the Sailors do not have their drivers' license and Coaches are not allowed to transport Sailors, we ask that Parents help to arrange carpools as necessary.

Racing Rules & Scoring

Recommended Reading - For beginner and experienced Sailors alike, the learning never ends. For Parents, sailing knowledge will allow for understanding of how their Sailor is faring in a race and an awareness of how to best support their Sailor on and off the water. Although this Handbook will provide summarized information about sailboat racing, we encourage Sailors and Parents to read the ISSA Rules as well as the Racing Rules of Sailing (RRS) to gain a better understanding of the sport. The ISSA Rules can be found at www.hssailing.org and the [RRS](http://www.ussailing.org) can be found at www.ussailing.org.

We recommend the following publications, websites and videos:

Publications

<http://store.ussailing.org/browse.cfm/sailors-guide-to-the-racing-rules-2013-2016/4,753.html>

<http://store.ussailing.org/browse.cfm/advanced-sailing/2,35.html>

<http://www.speedandsmarts.com>

Fleet Racing - In each fleet-racing regatta, participation and scoring are team-based and each team must consist of a minimum of 4 Sailors. Each boat has a pair of Sailors, one skipper and one crew. Each school enters one pair in A-Division and a second pair in B-Division. The A-Division sailors from each school race against each other; likewise with the B-Division sailors. The combined scores of the A-Division sailors and B-Division sailors are used to determine placement in each regatta. **NOTE: There are a limited number of opportunities for single-handed fleet-racing regattas – which involves one skipper on each boat, typically sailed in a single-sailed boat called a Laser.**

· The Start - The Starting Line is created by a buoy on the left (the “pin”, “starting pin” or “pin end”) and the orange flag on the race committee boat (the “boat end”). All high school fleet races begin with a 3-minute starting sequence or countdown. The race committee will alert racers of an impending start with a sequence of whistle bursts (typically 5 or more, which is an alert signal). The race committee will then blow long and short whistle bursts to signal the following time frames remaining before the start:

- o 3 minutes: three long whistles
- o 2 minutes: two long whistles
- o 1 minute and 30 seconds: one long whistle and three short whistles
- o 1 minute: one long whistle
- o 30 seconds: three short whistles
- o 20 seconds: two short whistles
- o 10 seconds: one short whistle
- o 5 seconds to 1 second: five successive short whistles at one-second intervals
- o The Start: one long whistle

For a clean start, racers must be on or behind the starting line at the Start.

- Calling the Starting Line – The Race Committee will cite the Starting Line and determine which boats are over early or On-Course-Side (“OCS” which means on the wrong side of the Starting Line, which is on the race-course side).
- Individual Recall – The Race Committee will endeavor to hail the boat or sail number of any boat that is OCS before the Start. If such a boat returns to the Starting Line and properly crosses it, it will be scored points according to its finish in the race. If such a boat does not properly cross the Starting Line, it will be scored as OCS and assessed points equal to the number of boats entered in the regatta plus one point.
 - One Minute Rule – Under the I-Flag, Z-Flag and Black-Flag (described below), the Race Committee will endeavor to hail the boat number of any boat that is OCS within **one-minute** of the Start.
 - General Recall – If the Race Committee is not able to hail the boat or sail number of the boats that are OCS (either because of an obstructed view or

because there were too many to track), it will hail a General Recall to inform the racers that the race was abandoned and a new race sequence will be started.

- I-Flag (Round an End) – After one or more General Recalls, the Race Committee may choose to announce that an I-Flag is being enforced. Under an I-Flag, any boat subject to an Individual Recall must sail past Starting Pin or the Starting Boat outside of the Starting Line and then properly cross the Starting Line going upwind. This is commonly known as “going around an end” as a boat may not simply dip below the Starting Line to properly start.
 - Z-Flag (20% Penalty) - After one or more General Recalls, the Race Committee may choose to announce that a Z-Flag is being enforced. Under a Z-Flag, any boat subject to an Individual Recall must return to the Starting Line and properly cross it. It will be assessed points equal to its placement in the race plus a number equal to 20% of the number of boats entered in the regatta.
 - Black-Flag (Automatic DSQ) – After one or more General Recalls, the Race Committee may choose to announce that a Black-Flag is being enforced. Under a Black-Flag, any boat subject to an Individual Recall must abandon the race and will be assessed points equal to the number of boats entered in the regatta plus one point. Please note that if the Start has been abandoned because of a General Recall, any boat that had been subjected to an Individual Recall under a Black-Flag must still abandon the race; it will still receive a DSQ for that race.
 - Combinations – The Race Committee may choose to combine the use of the I-Flag and Z-Flag.
- The Race Course Components – The components of a race course are the Starting Line, the Finish Line, the Windward Mark and the Leeward Mark.
 - Starting Line - The Starting Line is created by a buoy on the left (the “pin”, “starting pin” or “pin end”) and the orange flag on the race committee boat (the “boat end”).
 - Finish Line - The Finish Line is created by a buoy on the right (the “pin”, “finish pin” or “pin end”) and the orange flag on the race committee boat (the “boat end”) on the left.
 - Windward Mark – The Windward Mark is directly upwind of the Starting Line. Typically, it marks the most upwind point of the Race Course; however, the Race Committee may choose to set the Finish Line further upwind.
 - Offset Mark – The Race Committee may choose to set up an Offset Mark, which is marked by a second buoy to the left of the Windward Mark. The racers must round both the Windward Mark and the Offset Mark before turning downwind.
 - Leeward Mark – The Leeward Mark is directly downwind of the Windward Mark. Typically, it marks the most downwind point of the Race Course; however, the Race Committee may choose to set the Starting Line or Finish Line further downwind.

- Leeward Gates - The Race Committee may choose to set up Leeward Gates, which is marked by two buoys. The racers must cross the Leeward Gates while going downwind and then round either buoy on their way back upwind.
- The Race Course Options - Using the Race Course Components described above, the Race Committee has the options to set up variations of a Windward-Leeward course. All races begin with an upwind leg towards the Windward Mark and a downwind leg towards the Leeward Mark. The Race Committee may choose two or more legs to create a Race Course. The Race Committee may choose to have 1) the Starting Line and Finish Line marked by the same pin and the same race committee boat (typically located between the Windward Mark and Leeward Mark, or 2) the Starting Line and Finish Line to be two distinct lines marked by different pins and different race committee boats (typically with the Starting Line located at or near the Leeward Mark and the Finish Line located at or near the Windward Mark). The two most common Race Course Options are:
 - Windward-Leeward Course – Starting Line, upwind leg to Windward Mark, downwind leg to Leeward Mark, upwind leg to Finish Line; separate Starting Line and Finish Line.
 - Modified Windward-Leeward Course - Starting Line, upwind leg to Windward Mark, downwind leg to Leeward Mark, upwind leg to Finish Line; Starting Line and Finish Line are one in the same and located in the middle of the course.

The Race Committee may require the boats to sail one or more loops around the Windward and Leeward Marks.

- Scoring – In determining placement for ***each race***, the skipper-crew pair representing each school will be scored with the number of points equal to their place of finish (1 point for 1st place, 2 points for 2nd place, etc.). In determining placement within ***each division***, the skipper-crew pair with the lowest point total will finish in 1st place for their division; all other skipper-crew pairs will finish accordingly based on their point total. In determining placement for ***the regatta***, the school with the lowest combined point total for both divisions will finish in 1st place overall; all other schools will finish accordingly based on their combined point total. Additionally, racers will be assessed penalties for a race that is not properly sailed. In each race under these circumstances, the boat will be assessed points equal to the number of boats entered in the regatta plus one point.
- On-Course-Side (OCS = Number of boats plus 1) – A boat must be on the Starting Line or downwind of it at the Start. If a boat is upwind of the Starting Line (on the race-course side) at the Start, she must return so that the entire boat is downwind of the Starting Line before properly crossing the Starting Line.
- Did-Not-Compete (DNC = Number of boats) – A team is registered but does not report for racing.

- Did-Not-Start (DNS = Number of boats) – A boat is registered, reports for racing but does not start the race
- Did-Not-Finish (DNF = Number of boats) – A boat is registered, reports for racing, starts the race and does not finish the race.
- Disqualified (DSQ = Number of boats plus 1) – If a boat is found to be in violation of the Racing Rules of Sailing.
- Breakdown (BKB = Average of finishes by skipper-crew pair) – During high school regattas, the host club/team provides all of boats used for racing and there is a presumption that all boats are evenly competitive. A boat may have a part or parts breakdown during a regatta that renders the boat less competitive than the rest of the fleet. A Sailor experiencing a breakdown may file for redress; the Race Committee will determine whether or not to allow for breakdown points.

Team Racing - In each team-racing regatta, participation and scoring are team-based and each team must consist of a minimum of 4 Sailors or 6 Sailors, depending on the format chosen by the regatta host. Each boat has a pair of Sailors, one skipper and one crew. For Two-on-Two team-racing, two schools each enter two pairs in each race. For Three-on-Three team-racing, two schools each enter three pairs in each race.

The Start, the Race Course Components and the Race Course Options are the same for team-racing as they are for fleet-racing.

- Scoring – In determining **placement** for each race, the skipper-crew pair representing each school will be scored with the number of points equal to their place of finish (1 point for 1st place, 2 points for 2nd place, etc.). In determining the **winner** of a team-race, the school with the lowest combined point total will win the team-race. Therefore, finishes of 1-2-6 (totaling 9 points) will triumph over finishes of 3-4-5 (totaling 12 points).

Beyond DC Sail HS Program

In addition to the high school sailing regattas, Sailors may choose to race in other types of boats and venues.

Regional or National Racing - Each year, there are regional and national regattas that are geared towards young Sailors, including but not limited to the Orange Bowl International Youth Regatta and U.S. Youth Sailing Championships. These regattas typically include single-handed and double-handed racing in boats that are the same or similar to the FJ's that we have at DC Sail. Unlike high school racing, sailors must bring their own boat or charter one for these regattas.

Local Racing – Each summer, there are local regattas geared towards young Sailors in and around the Chesapeake Bay. Sailors may bring their own boat, charter one or be involved in a Local Summer Program that provides the boats to participants.



High School Sailing

Local Summer Programs – Summer sailing programs are provided by DC Sail, Washington Sailing Marina, Annapolis Yacht Club and Severn Sailing Association. AYC and SSA specifically provide summer racing programs which may include boats and support during local, regional or national racing.

Regional Clinics – Each year, certain college sailing programs provide regional clinics that focus on racing skills. Typically, sailors must provide a sailing resume as part of a selection process by the program.

High School to College (Co-ed, Womens, Team Racing) – A number of colleges and universities have sailing teams that are organized under the Inter-Collegiate Sailing Association. Similar to the high school sailing, college sailing has a Fall Season and Spring Season, culminating in Collegiate National Championships for Co-Ed Fleet Racing, Co-Ed Team Racing and Women’s Fleet Racing. Additional information can be found at their website – www.collegesailing.org.

If your sailor wishes to sail in college please contact the coaches to see how we can best meet their goals, and make connections with collegiate coaches.

About DC Sail - www.dcsail.org

Located on the Waterfront at Diamond Teague Park in Southwest Washington, D.C. DC Sail is a US Sailing community sailing center, and a part of the National Maritime Heritage Foundation, and a 501c3 non profit organization offering the only small-boat sailing facility in the District of Columbia. Our mission is to promote and sustain affordable educational, recreational and competitive sailing programs for all ages in a fun and safe environment. DC Sail empowers its participants to develop self-respect and sportsmanship, to foster teamwork, and to cultivate sailing skills and an appreciation for marine life and maritime-related activities. In addition, DC Sail enhances the DC community by using sailing to bolster community spirit and volunteerism. www.dcsail.org