IMPRESSIONS OF THE 20th WORLDS

by Will White

Things started off slow. In fact, so slow that it would have made the Procrastinators Club proud. The 20th Sunfish World Championship was supposed to have been held in Peru in 1989, but wound up being in February, 1990. For a number of reasons, Peru had to cancel out.

The super-efficient folks of the Orlando Yacht Club, who run the largest-lake-regatta-in-the-US Red Lobster Cup on Lake Monroe in Florida in December, agreed to take on the job. Tom Raster, who had so enjoyed the Worlds in Nassau that he had fallen in love with the whole idea, offered to take on the job of notifying the qualifiers for the 20th and lining them up to attend -- the toughest single task a Sunfish lover can take on (speaking here from personal experience.)

Then, just before the end of the year, the great 100-boat fiasco blew up in our faces. Someone promised us 100 boats, or someone thought we had been promised 100 boats, or something. When I asked, "What happened," I was told, "You don't want to know." I think he was right. I don't want to know.

Anyway, we had 80 boats and 23 too many American qualifiers lined up, since we were trying to accommodate qualifiers for the 1989 Worlds as well as for the 1990 Worlds. As always happens in such situations, the second-guessing flew back and forth across the continent by telephone and fax and mail. Everyone who had a right to an opinion expressed it, and a whole lot who didn't. The upshot, in the end, was a qualifying series at the beginning of the week for the 50+ Americans to fill the 30 available slots. Tom Raster took some of the responsibility on his shoulders, although he had nothing to do with the boat problem, and dropped out. So did some of the US officers. Tom came anyway, so his son Jason could try to make the cut.

Friday, February 2 -- Already there are problems. The beach has not been reserved. There is no sand, as had been promised so the new boats wouldn't get scratched on rocks. One trailer load of boats is missing. Will there be a regatta?

Saturday, February 3 -- Many old friends from foreign lands -- Aruba, Bahamas, Bermuda, Curacao, Holland, Peru, Puerto Rico. Sonny DeCosta, born in Bermuda, and Mark May, born in England, are sailing for their respective homelands. None will be able to sail until after the American qualification series, but they don't seem to mind. There are other things to do, like those things provided by Disney World, Sea World, jai alai, the dogs.. Florida is, after all, organized for vacationing. Many seem content ... destined ... to sit in the sun around the pool and exchange news of the last two years.

The Americans are a little tense. The boats are supposed to be assigned starting at noon today. The trailer-load of boats has arrived, but they must be unpacked and lined up in double file on the lawn above the beach. A wide lane of plastic sheeting has been laid down in lieu of sand to protect boat bottoms, and a wide lane out the shallows to deeper water has been marked with PVC pipe and floating line, creating mooring spots for setting up boats and for scratch-proof parking between races.

Harry League and a couple of other have been here for several days, practicing in their own or borrowed boats. For the others, no boats today.

Sunday, February 4 -- Finally the boats are ready. They are assigned on a first come, first-served basis, a system as random as the drawing by lot used in previous years. The competitors can now make their boats race-ready, however they define race-ready, within the Class rules and the special rules of this Worlds, which had been distributed weeks before. The guiding rule of the Class must prevail. Paraphrased: "If it’s not specifically permitted, it’s not permitted."

There is no formal boat inspection; the rules are clear, and the boats are new, within plus or minus three pounds of the ideal weight, as one-design as a careful boat-builder can make them. The Chief Measurer patrols the beach, answering questions and interpreting the rules, pointing out discrepancies that he sees or that are called to his attention by other competitors. Some sailors are hard to convince ... "I've always done it that way, and nobody has complained before" ... and others shrug their shoulders, but all comply.

(continued on page 2)
Impressions cont...from p. 1

There is an elimination race scheduled for this afternoon, but many people are not ready. The start of the elimination series is postponed until Monday, when two races are scheduled, with the final two on Tuesday. That means the Championship won’t start until Wednesday afternoon. Which means we’ll probably sail on Saturday, usually reserved for emergencies, unless we can get in more than three races each on Thursday or Friday.

Meanwhile, many of the non-US sailors would like to have a chance to use the remaining thirty boats to practice, “just like the Americans.” After all the Americans have been assigned their boats, the foreign sailors and the American pre-qualifiers (former World champs, top 10 last year, officers) are assigned theirs, first come, first served.

Quite a few get out in the afternoon to practice, but quite a few are still on the beach, lending and borrowing and working with pliers, screwdrivers, wrenches, sandpaper and duct tape to tune a little second or two per mile of extra speed into their boats.

The Holiday Inn on City Island in Sanford, race headquarters and home for most of the sailors, is as typical a Holiday Inn as you’ll find anywhere, but is untypical of most Worlds headquarters hotels in the way they take us in. At many we have been treated as if we were a bother and darned lucky to be there. Here it’s not so much that they treat us with extra hospitality, but that they treat us hospitably, just like any other guest. It’s a subtle difference, but a refreshing one.

We are on a man-made peninsula, an island really with a causeway from the mainland. It serves to protect a large marina. The town of Sanford is sort of a ghost town full of civic buildings and banks, but if you want to buy something you almost always have to head out of town to US Routes 17 and 92, known locally as “1792”, where the malls and shopping centers and lumber yards and car people and fast food outlets stretch on for miles. Lake Monroe itself is big and round, part of the St. Johns River system that, unlike most other rivers in the US, flows north. The terrain is flat and featureless, at least to New England eyes.

That night we have an opening party at Rosie O’Grady’s, part of a new and fantastic re-creation of the Gay ‘90’s around Orlando’s old railroad station.

Monday, February 5 -- A quick check of the boats as the Chief Measurer walks the lines to see if all infractions have been corrected. Some sailors are still making last-minute changes and corrections, with much conversation about the ideal spot on the boom for the gooseneck. But soon all are on the water in a good North breeze. A couple of general recalls — there always are at the start of a major regatta, as the adenalin pumps and the contestants all try to reach the best spot on the line together at the gun.

It’s a beautiful sight. The sails are all what is probably the prettiest pattern ever made, the one that goes from deep blue at the clew through the red spectrum to yellow at the peak. I watch the start through the picture windows of the committee room at the hotel with Dick Tillman, Laser guru, and his mother, who are cheering on Dick’s wife Linda. They think it is she who makes such a great pin-end start and holds starboard for quite a while. They have binoculars, and think they can read her numbers. But they’re not sure. A young man with binoculars of his own reads quite different numbers.

I am rooming with George Seary of Binghamton, NY, whom I have just met, and I’m cheering for him to make the cut. I have never seen anyone come to a regatta so well prepared. He has had two big boxes shipped ahead, one of them full of tools and the other parts and fittings and materials — a dozen different glues, for instance.

This evening the Advisory Council, which considers class measurement rules changes, and the World Council, which considers the Advisory Council’s recommendations and everything else, meet in that order. We begin with a good steak dinner, followed by the two meetings. Gordy Geick and Paul Odegard have put together extensive agendas; it looks as if Lee Parks will win a bet she has made with Odie that the meetings will last beyond 9:30. Considering how much Sunfishe sailors love to talk about their favorite boat, the odds are with her. All Sunfishers have been invited to observe, but few have the patience.

A number of changes to the measurement rules have been proposed over the last year and a half, and are discussed by the Advisory Council. About half are approved, half turned down (See story on Page 4.) To a proposal that the rules be frozen for two years, the consensus is that, if a change makes the boat safer or more convenient but does not make it faster, it should probably be allowed, and that you can’t stop Sunfish sailors from noodling safety and convenience gadgets.

Tuesday, February 6 — Three races have been completed, and neither Linda Tillman or George Seary are in good shape. Both will have to sail a lot better today to make the cut. Bob Findlay, North American champ in ’87 and Midwinters champ several times, was running away with it with a first and a third if Scott Greenbaum weren’t so close with two seconds. Bob’s in-laws, Don and Jean Bergman, aren’t doing as well; they usually dog his heels. A lot of people are saying, “Wouldn’t it be great if SuperGrandma won the Worlds?”

A lot of others are rooting for another rapid lady, Nancy Haberland, or some of the senior citizens like Don Bergman, Gordy Geick, or Sonny DeCosta. One of the great things about our class is that you don’t have to be a gorilla with teen-age reflexes to be competitive.

The winds are much a duplicate of yesterday’s and the final scores don’t change much from the day before.

After the race, the boats of those who are eliminated are re-assigned to those who have not yet received boats — former champions and class officers, for the most part. Since the boats have already been set up, most sailors have little left to do, or so one would think. But each has his or her own preferences and convictions on how a boat should be prepared for racing, so many wrenches and much duct tape fly again.

Most of the officers who have dropped out to make way for other American qualifiers will have boats after all, because some of the overseas contestants haven’t made it. By a cruel irony of fate, I draw George Seary’s boat, but he is as enthusiastic in helping me set up as if he were starting the championship series himself tomorrow.

Tonight is billed as the 20th Anniversary BBQ Dinner and Class Association report, followed by a live band at Fitzgerald’s, “(bring your Sunfish memorabilia!” Our newly elected ISCA President, Alan Scharfe, is ready with his report, and Class Historians Donna and Bob “Rapid” Buttner with some great scrapbooks they have
assembled from previous Worlds desiderata, but the nightclub, behind the Holiday, is not the right venue. There's no place to gather, it's dark, and the noise is unquenchable. No one seems to mind; next to sailing, Sunfishers like partying.

Wednesday, February 7 -- The day dawns warm and sunny, and without a breath of air. We're supposed to start at 10, but about 8:30 a gun goes off and the postponement flag droops from the flagpole behind us. Finally, a light breeze starts to fill in from the Northwest, the flag comes down, and 80 Sunfish head for the starting line.

After the usual general recalls, a beautiful start, with just about every contestant on the line at the gun and moving. At first, the left is favored, and starts to pull ahead, then the right seems to get extra wind. In the end, the left wins out, and most of the fleet gets around before the wind starts to die and the leg becomes a beat instead of a reach. The top 20 or so leaders get scrambled several times by fickle puffs from around the compass, but finally get around the second mark. It's now a drifter, and a beat again, with Tony Elliott moving well out in front and several others of us stretched out across the course fighting it out for second.

The committee boat, stationed at the third mark and still quite some distance away, decides that there's no way we are going to finish within the time limit, so ... another gun and the race is abandoned. The wind never does fill in, so their early decision is justified, and a merciful decision it is, too, considering the baking sun. Several motor boats rally around and tow the fleet back to the polyethylene beach.

We have all-atraction passes to Walt Disney World's Pleasure Island for the evening, but it's over an hour away, and the sun and tension have tired many. Still there's a respectable representation at Disney's newest attraction. Consensus: The Adventurers Club is the top attraction, although the Comedy Warehouse and XZFR Rockin' Rollerdrum are worth the time.

Thursday, February 8 -- We've lost two days of championship sailing, and the committee decides we have to get serious. They are a little cranky about the first two general recalls. Sailors reply reasonably that the line isn't square, so what can you expect? The wind is light, a more normal Southeaster, and it finally settles down. The line is reset, the black flag goes up, and we're off on what we all are confident is Race One. It turns out to be a keeper, and new prey Alan Scharfe wins it.

At lunch, the wind picks up, as it always seems to do. We should get three races in easily.

But the wind starts to die as we reach out to the start, and it keeps slowly dropping the rest of the afternoon. Whatever it's doing, '86 World Champ Scott Kyle seems to like it; he scores two bullets, the last one in twilight that makes many of us wonder how the committee can see the sail numbers of the tail-enders. But the line is short, as it should be, and the committee has sharp eyes.

With his two firsts and a 16th, Scott leads with or without a thowout. And Jean Bergman is second, the only sailor to score in the top 10 in all three races! Consistency eludes everyone else -- Alan Scharfe has followed his initial victory with a 26 and 21; 75 North American Champ Joel Furman has a 2, a 41, and a 52; Malcolm Smith of Bermuda and Michael Scrivier of Michigan each have a 3 and a 6, but Malcolm also has a 38 and Michael a 39. And Bruce Sutphen, who has been representing the Class while working at Pearson and has put in incredible hours and energy helping to get the boats ready on the beach, starts a disastrous campaign with a DSQ, a 24 and a 26.

The inconsistency of very good sailors is caused not so much by wind shifts as wind pockets and holes. For a lake, Monroe has relatively steady winds, although there are long-term oscillations of a few degrees. The secret to consistency is to be where the wind is ... and away from the holes and cartwheel pile-ups at the marks. Jean has impeccable wind sense.

No official events tonight; there are many early-to-bedders.

Friday, February 9 -- More of the same -- light air, Southeast, but at least it's there early. Three more races today, but it's still sunny when we come in after the third race. Just as frustrating, though.

Jean wins the first race, then takes a seventh, and looks to be on her way, especially since Scott Kyle drops to 20 and 12. Then, in the sixth race, things become unguled for both of them. Jean takes a 39, and Scott has to retire. Meanwhile, Len Ruby has been pretty consistent, and leads with 51 points without throwout...but a throwout is assured while, Len Ruby has been pretty consistent, while the wind is ... and away from the holes and cartwheel pile-ups at the marks. Jean has impeccable wind sense.

No official events tonight; there are many early-to-bedders.

Scores and picture continued on page 7 & 8
WORLD COUNCIL MEETING
February 5, 1990
Sanford, Florida


Observers: L. MacDonald, R. Buttner, E. Erickson.

The meeting was called to order at 8:15 p.m. by president Paul Odegard.

1. The minutes of the last meeting were approved as published in the WINDWARD LEG with the following addition: Approval of Lee Parks as an honorary life member of the Class.

2. Officer's Reports
   a. President - Paul Odegard briefly summarized the highlights of the past year. His written report is Attachment A. Corrections made by Max Zimmermann are included in the written report.
   b. Treasurer - Larry Cochran reported that we started 1989 with a zero balance. Revenue was $38,019.83 and expenses were $24,889.18 for the year, leaving an ending balance of $13,130.65. A detailed report is Attachment B.
   c. Chief Measurer - Will White reported that he, Paul Odegard and Larry Cochran visited Pearson to inspect the Worlds boats. All their requests were met by Pearson.
   d. Advisory Council - Chairman Gordon Geick submitted a written report which is Attachment C.

4. Committee Reports
   a. ISCA Membership Committee - Eric Erickson was introduced as the new chairman of this committee. He reported that five nations had submitted dues for membership: Aruba (12), Bahamas (8), Bermuda (7), Holland (20), Peru (13), Curacao (7). Venezuela and Mexico have individual members but no national Sunfish class association. Eric is pursuing contacts in South America, Canada, Martinique, Sweden and Denmark.
   b. Regatta Committee - Paul Odegard reported that the site of the 21st World Championship would be Curacao, tentatively scheduled for August 4-11, 1991. The Class and hosts are looking for sponsors. Other future Worlds sites are: Peru, the Bahamas and the U.S. The committee discussed the problem of having more sailors than boats. Two options were discussed: 1. To find a big sponsor willing

to buy an entire fleet of boats which would be used for several years at World Championships (traveling from place to place), and 2. To cut down on the number of people allowed to attend the Worlds.
   c. Class Historian - Bob "Rapid" Buttnner introduced himself as the Class Historian and collector of Sunfish memorabilia. He has information on all but two World Championships - the 4th in Martinique and the 16th in Riccione, Italy. Rapid would like to receive historic information from each country such as national championship results.
   d. Class Promotion Committee - Paul Odegard reported that Bruce Sutphen had been working very hard with Pearson to obtain sponsors. He developed an excellent sponsorship proposal which is available to World Championship hosts. Bruse has done a survey of fleets and dealers in the U.S. in an attempt to bring them closer together.

5. Old Business
   a. IYRU Status - Lee Parks reported that we are still an International Class. ISCA paid $5,000 and Pearson paid $3,000 in back fees owed by Alcott to the IYRU in order to retain our International Status. Pearson is currently negotiating with IYRU on a new contract.

      Each country was asked to comment on the value of International Status:

      1. Bahamas - no effect
      2. Peru - very important; Sunfish is the only singlehanded boat approved by their National Authority. The possibility of Olympic status is important. The only reason the Peruvian Sunfish Class association exists is because the Class has International Status.
      3. Bermuda - Customs duty is 20% for International Classes. 33% to 55% for non-International Classes. If the Class lost International Status, it would kill the Class in Bermuda. The possibility of Pan-Am status is important also.
      4. Curacao - Not that important - Sunfish sailors are not treated differently. They are inferior to retaining status.
      5. Aruba - Financially no different. If you are an IYRU Class, you are "in", otherwise you are "out". Great influence from Holland. Status is important.
      6. Holland - very important - the class association is a National Class because of International Status.
      7. U.S. - does not effect the U.S. Class; losing the potential of Pan-Am status is important.

   b. Tourism - IYRU is promoting a World Council Promotion Committee.

6. ISCA Reports
   b. Holland - Greta Dekker will submit a report within three months.
   c. Bermuda - Jimbo Stewart reported that the Bermuda Sunfish Association may have a new clubhouse on Castle Harbor. All other countries were urged to send in reports before the next Worlds.

7. New Business
   a. Pearson - Geoff Wheeler reported, "We want to sell boats. Anything we can do to help you (the Sunfish class) that will sell boats we'll be happy to do. We're looking for ideas."
   b. North Sails/Fogh - Larry MacDonald reported, "The Pan-Am Games are more important to South Americans than the Olympics. You blew it for the Cuban Pan-Am Games. There are two factions on the Pan-Am Games Committee: the U.S. faction prefers Olympic boats and all the others which prefer the non-Olympic boats. Sunfish has a great opportunity because of the large number of boats in South America and the Caribbean Islands. Larry said that Fogh is working hard to address the needs of the Sunfish Class. (Peru reported that the South American Games were second in importance to the Olympics and will be held in Sunfish this year.)
   c. ISCA dues - The World Council agreed to leave the ISCA dues at $5 per person.

8. Constitutional Amendments
   a. Article 2 - Motion to change the ISCA address to the new office address in Michigan (USA). M-S-C
   b. Article 6.1 and 6.2.1 - Motion to add the sailmaker's representative to the World and Advisory Councils as a non-voting member. M-S-C
   c. Article 6.4.11 - Motion to amend the article so that the manufacturer's sailmaker is not required to be an ISCA member. M-S-C
   d. Article 6.5.1.1 - Motion to change the article to read: "The NSCA is composed of at least five (5) members to be officially recognized and at least twelve (12) members for the NSCA to be eligible to vote on the World and Advisory Councils." (Bold signifies change.) M-S-C
e. Article 8.0 Contracts - Paul Odegard asked the Council for a maximum dollar limit that the ISCA president could commit without prior World Council approval. A motion was made to set $5,000 as an upper limit with approval from the treasurer. M-S-C

9. Class Notice
   a. Motion: Sailors at the World Championship must represent a recognized NSCA. M-S-C
   b. What if we have more people than boats at a future Worlds?
      Options:
      1. An Elimination Series
      2. Reduce each country’s quota by an equal percentage.
      3. Round robin series where boats are shared. After the first two days of racing, the fleet would be split into gold and silver fleets.
      A motion was made (and seconded) to go with option #3. Much discussion ensued. The question was called. The motion carried.

10. Nominating Committee
   Motion: That the immediate past president head the nominating committee and choose the members of the committee. M-S-C

11. Election of Officers
   The following slate was proposed:
   President Alan Scharfe
   Vice President Alex Roose
   Secretary Lee Parks
   Treasurer Larry Cochran
   Chief Measurer Will White
   Motion to adopt the slate. M-S-C

12. Other Business
   a. A motion was made to allow the winner, but no substitutes, of the International Masters Regatta an automatic qualifying position for the Worlds in addition to country quotas. M-S-C
   b. Donnie Martinborough reported that the Bahamas will hold a big celebration in 1992 to celebrate 500 years after the discovery by Columbus. Many International Class World Championships are being hosted by the Bahamian Yachting Association in that year. They would like to make a bid to host the Sunfish World Championship in 1992 in Nassau.
   The meeting was adjourned at 10:40 p.m. Respectfully submitted, Lee Parks

ISCA Secretary
Note: M-S-C means “moved, seconded and carried.”

ISCA PRESIDENT’S REPORT

1989 was another year of change for the Class -- “Is not change the only thing that is changeless?” Yes, we had changes, but your class officers feel that the changes were all positive. The following are brief highlights/accomplishments of a very hectic year for the Class:

Sunfish Manufacturer: Alcort out/Pearson Sailboats in -- we are pleased with the quality of the product and the speed in which Pearson was able to turn around into production. Early in 1989 we signed an agreement with Pearson and subsequent financial support flowed from the factory.

Class Promotion: Completed Class promotional video for use at boat shows, yacht clubs, etc. Bruce Sutphen, our Class Promotion Committee Chairman, worked closely with Pearson to seek Worlds sponsors, initiate dealer/fleet programs, and generally represent the Class at (for several months) the factory.

Class History: Class historians, Rapid and Donna Buttner, salted away volumes of good stuff from past USSCA president, Will White, and boxes of classic slides/photographs from the early Alcort days. Look for their scrapbooks and memorabilia at future World and North American Championships.

ISCA Constitution, Bylaws, Class Notice: Published revised volumes and distributed to members.

Racing Sails: Thanks to the perseverance of our Advisory Council Chairman, Gordon Geick, the new white North-Fogh racing sail was made available. A sail specification has been defined and the configuration has been frozen.

Daggerboard: Designed and fabricated a prototype “blueprinted” board for show and tell/evaluation. Bruce Sutphen is pursuing a fiberglass version with Pearson.

Membership Drive: Eric Erickson was appointed International Membership Chairman. Eric has initiated efforts to bolster the number of member NSCA’s and foreign members. Chris Friend and Alan Scharfe will be kicking off a free-membership-with-boat-purchase program in the U.S. in 1990.

International Status: Lee Parks has negotiated our continued recognition as an International Class with IYRU.

Incorporation: ISCA has been incorporated in the U.S. and our treasurer, Larry Cochran, has filed for tax-exempt status.

Class Office: Changed from Connecticut to Michigan. We are in good hands with a Sunfish family -- Peg and Terry Beadle. So far the transition has gone very smoothly.

Finances: Thanks to the organizational/fiscal skills of Larry Cochran and the continued support of Pearson, the Class is solvent.

International Regattas: The site of the 20th Worlds was hastily moved from Peru to Florida for a variety of reasons. 1. Pearson’s purchase of Alcort caused the boats to be re-priced (higher). 2. Pearson’s delay in shipping of boats put Peru into a politically-unsavory period of time for the event. Lee Parks is to be congratulated for her role in coordinating the switch and the Class expresses their appreciation to John Gardiner and the Orlando Yacht Club for pulling together a super event on very short notice.

Our Masters Regatta Coordinator, Ray Dasch, arranged a very successful Masters International Regatta in Clearwater, Florida -- thanks again to Steve Honour for a memorable event. This year the never-grow-old crowd is looking forward to more sun and fun in Sarasota, Florida, March 1-4, 1990. Ray is again busy lining up future sites - maybe Peru, Venezuela, Bermuda or Aruba.

I would personally like to thank all our class officers and committee members for their dedication and perseverance in 1989.

What’s up for the ’90’s? Our objectives include:

- A Class promotional brochure
- A Class video library (free loan and video sales)
- 21st Worlds in Curacao (August 1991)
- More support for local dealers
- More fun events

With the reported resurgence in small boat interest, continued support by Pearson and the many Class volunteers, your Sunfish Class is in a position to prosper well into the future.

Paul A. Odegard
ISCA President

INTERNATIONAL SUNFISH CLASS ASSOCIATION
TREASURER’S REPORT FOR JANUARY 1 TO DECEMBER 31, 1989

Balance January 1, 1989 $0.00

Revenue:

Dues $7,415.00
Pearson Support 30,000.00
Interest 578.08
Misc. 26.75
Total Revenue $38,019.83

Expenses:

The Office $7,292.20
Legal Fees 537.25
Misc. 203.73
Officers’ Expense: 1,555.59
Printing 33.59
Telephone 459.36
Postage 399.44
Travel 321.20
Misc. 32.00
Class Video 3,800.41
IYRU 5,000.00
History (Photo File) 1,500.00
World’s Regatta (Orlando YC) 5,000.00
Total Expenses $24,889.18

Balance December 31, 1989 $13,130.65
Is this sail around to stay without change? We hope so. Both Pearson and Fogh have agreed not to change the sail in any manner without prior written approval from the Class.

An interesting comment was made to me by a high place finisher at the North Americans at Tawas Bay last August. His comment was “The new sail is certainly mixing up the fleet.” That’s great. Hopefully, there is mid-fleet talent rising with the better and uniform racing sails.

As to my own experience, I have had good days and bad days with the bad days coming when I first started racing the new sail. Thinking back, I believe the bad days were a result of “stalling”, especially when I tried to point high at too slow a speed. I have experimented with different rigging schemes, sailing techniques, asked questions, and also studied several books on sail trim. I now seem to have the boat going very well most of the time.

Also, at the NAG at Tawas Bay, we had one day of 12-25 knot winds. I used my flattest 3.9 ounce Fogh that day while Lois Bloggert used her racing sail with a big Jens. Lois had the better rig up and I consistently viewed her stern.

The only complaints that I have heard on the new sail is (1) the luff and foot are too long and (2) the leech cups on a few sails. Luff adjustment can be obtained by the use of a “Cunningham” by tying the luff all the way out at the head and using luff adjustment at the tack to vary luff tension.

In mid 1989, Pearson advised that they had more urgent areas to address and that their involvement in a racing daggerboard would be delayed. “Racing” is defined as within class rules but aerodynamically shaped and made from materials other than wood (plastic and/or fiberglass). Since then, Bruce Sutphen’s involvement at Pearson has advanced this timetable.

The nut to crack on this problem is how to make several different prototype boards for testing without investing monies in casting molds. Our aerodynamic experts have several opinions on the optimum shape for the leading and trailing edges. There are also different opinions, if you believe it, on which edge should be the leading edge and which edge the trailing edge.

Besides those small points, we’re all in agreement, almost.

One prototype board made from fiberglass did successfully pass Bruce’s vigorously applied bounce-bounce test. Hopefully, progress will be made in this area this year.

Respectfully submitted,
Gordon Geick - Chairman

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1990-91 INTERNATIONAL SUNFISH CLASS ASSOCIATION COUNCILS

**World Council**

Alan Scharf (U.S.) - President
Alex Roose (Curacao) - Vice President*
Lee Parks (U.S.) - Secretary
Larry Cochran (U.S.) - Treasurer
Will W. White III (U.S.) - Chief Measurer*
Paul A. Odegard (Past President)*
Ernst Kervel, Sr. (Aruba)*
James Stewart (Bermuda)
Max Zimmerman (Peru)
Greta Dekker-Bruning (Holland)
Donnie Martinborough (Bahamas)
Gordon Geick - Advisory Council Representative
Geoff Wheeler - Pearson's Representative*
Larry MacDonald - Fogh's Representative*

**Advisory Council**

Gordon Geick (U.S.) - Chairman*
David Frith (Bermuda)
Paul Odegard (U.S.)*
Peter Barclay (Peru)*
Alex Roose (Curacao)*
Ernst Kervel, Sr. (Aruba)*
Jan Walig (Holland)
Scott Kyle - World Champion
Will W. White - Chief Measurer*
Geoff Wheeler - Pearson's Representative*
Larry MacDonald - Fogh's Representative*

* on both Councils

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Super Quality Sunfish Covers

You may have seen our covers on Lightnings and Lasers; we’re now able to offer this quality for the Sunfish. Designed by racing sailors for durability and ease of use, our covers are made with modern marine acrylics or polyesters that are lighter, less bulky and stronger than canvas, and won’t rot or shrink.

Our trailing covers feature a reflective stripe for safety and our acrylic deck covers are available in more than 20 hot colors! A storage bag is included with each cover. We think we offer a better deck cover at a competitive price. Call Craig for details before you buy any cover!

Deck Covers / Bottom Covers
Padded Board and Rudder Bags
Spar Bags / Custom Work
100% Satisfaction Guaranteed

FabriCraft
Liverpool, NY 315-453-2265
### USA ELIMINATION SERIES

1. Bob Findlay 1-3-1-4-0-0-0 8.50
2. Larry Suter 20-6-5-3-0-0-0 34.00
3. Chris G. Lowrie 13-7-9-7-0-0-0 38.00
4. Joel M. Furman 4-15-12-8-0-0-0 38.00
5. Jack Willy 11-4-19-5-0-0-0 39.00
6. Bryan Calk 8-21-11-1-0-0-0 40.75
7. Michael K. Schriver 12-13-8-0-0-0-0 41.00
8. Dave Dunn 17-17-13-0-0-0-0 48.00
9. John A. Anderson 18-18-14-11-0-0-0 54.00
10. Stephen Manson 22-18-10-9-0-0-0 60.00
11. John A. Butine 29-12-15-14-0-0-0 70.00
12. Michael K. Scriver 12-13-8-0-0-0-0 74.00

### WORLD’S WINNERS

#### Trophy winners of the 1990 Worlds Sunfish Championships in Flordia.

#### Don’t these island men look great for the 1990 World Championship Opening Ceremony?

The Orlando Yacht Club of Flordia donated a perpetual trophy to the Sunfish Class to be given each year to the youngest participant at the Worlds. This year’s winner was 12 year old Jody Lowe of the Bahamas. An award was also given to the oldest participant Larry Cochran of Connecticut, USA.
1990 SUNFISH WORLD CHAMPIONSHIP

<table>
<thead>
<tr>
<th>Time</th>
<th>Name</th>
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<tr>
<td>1:01:11:20</td>
<td>Scott G. Kyle</td>
<td>New York, NY, USA</td>
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<td>Leonard K. Ruby</td>
<td>South Brookline, MA, USA</td>
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<td>Lee Parke</td>
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<td>Paul Odegard</td>
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<td>David Weeks</td>
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<td>Luis M. Oliveira</td>
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37. Don Bergman — Ostersee, MA, USA
38. J. G. Barreda — Ostersee, MA, USA
39. Zane B. Yoder II — Daphne, AL, USA
40. Lee Parke — Newport, RI, USA
41. A. R. Eric Erickson — Enterprise, FL, USA
42. Don Bergman — Northbrook, IL, USA
43. Matthew J. Littleton — Pontiac, MD, USA
44. Paul Odegard — Vernon, CT, USA
45. Larry Cochrin — Manchester, CT, USA
46. Harry M. League — Philadelphia, PA, USA
47. David Weeks — Patchogue, NY, USA
48. Luis M. Oliveira — Plantation, FL, USA

Cuthbertson Trophy

The much-coveted Cuthbertson Trophy for sportsmanship was presented to Jean Bergman of Winnetka, IL. Jean led the world Championship for the last two days and had four points on her nearest competitor going into the final race. Despite the high winds on Saturday, not her preference, Jean headed out to the course, Jens rig up, with determination. Chants of “Go, Granny, Go” could be heard from the crowd as Jean managed to finish 42nd in that final race, dropping her to 8th place overall.

The Cuthbertson Perpetual Trophy was donated by long-time Sunfish supporters Bill Cuthbertson and the Barrington Yacht Club. The perpetual trophy, a hand-painted half model of a Sunfish, resides at the Barrington Yacht Club. The winner is the person displaying joy, sportsmanship and fair sailing as voted by the sailors at the World Championship.

1 throw-out was allowed - A DSQ could not be thrown out

Larry Cochran, Class Treasurer, received an award for being the sailor born the earliest in this century.

— Photo by Peg Beadle
DERRICK FRIES: THE REIGNING CLASS KING
ON HIS LIFE ACCORDING TO THE SUNFISH (Part One)

By Charlot Ras-Allard, Contributing Editor

A visitor dropped in at the 1988 Sunfish North Americans in Rehoboth Beach. The guest travelled several thousand miles just to give a racing clinic that had juniors and seasoned sunfish racers alike paying to come and listen. After the clinic was over, there was no person more sought after—to autograph Sunfish sails.

At 38, Derrick Fries is one of the most talented sailors ever to set foot in the Sunfish. The record speaks for itself: two world-championship titles in '75 and '78, three NA titles in '83, '85, and '89, four Force 5 world titles, collegiate All-American at Michigan State in '73 and '74, and a slew of regional victories in a number of classes.

But seeing is believing. Preceded by his "rock star" reputation, our paths crossed at the '85 NA's to win five in a row and finish the series with a 20 point lead over the others, he is not a sail maker or tactician, has been a part of some of the finest sailors the world has ever known. Among them were Carl Knight and Bob Bowles; two very different sailors that influenced the way Derrick would later sail.

"One of the things I always admired about Carl Knight is that one of Carl's tricks was that he would play on your ego. Carl was intense and onshore he was always mysterious. You never quite knew what was going on in his mind. As I got up to his level, he started asking me questions. I remember the first time he asked me a question. He asked me where my gooseneck was set. It was a race I beat him in."

Derrick’s rapid rise to the top of the class did not go unnoticed by the three-time NA champ. Derrick was on a roll. But to win the regattas, he had to beat Carl, who was not quite ready to relinquish his grasp on the silver. "Often, he'd come over and look at my boat and say, "I don't understand why you have this here." I could never know if he was telling me something just to give me a bum steer or if he was talking me the truth. He'd just play with you.... People were afloat onshore with Carl. A lot of people may have been offended by that. I respected him because it was just part of the game. It did not end when he got off the water. For him, it was just the beginning."

To finish first, as Derrick does so naturally, he claims never to play favorites. His wife asks me, "Who are you trying to beat?" I say, "I have to beat everybody." There's no single person I have to beat. The minute you single somebody out, it will just stab you in the back because someone else will be fast. I've learned through the years not to do that. If I'm going to win, I've got to beat everyone on the race course."

"Watching him in action, one gets the distinct impression he initiates his own moves. The confidence he has in his boatspeed and wind-and-water literacy allow him the luxury not to constantly react to the competition. Derrick is one to sail his own race, while usually being out in front."

A very different sailor was the 1972 world champion, Bob Bowles. A living example of the physical Sunfish (make that Finn) sailor, this linebacker of a guy made a dent in Derrick's mind, with a bit less subtlety than Carl. "I can remember at the '72 NA's in Sayville; Bob and I were first and second in a race. I was coming up to the finish line on port. He was on starboard. I didn't see him, and I tacked late. He said, 'STARBOARD!' He yelled and screamed at me, "DON'T YOU EVER DO THAT AGAIN, YOU LITTLE KID!" At my age, it was total intimidation." His policy on sharing information with the competition grew out of that: "I always try to tell people what I think is right. I don't try to play 'head games' with anybody. They still have to go out and execute. That's what's critical. The Sunfish Class always has to have people who are willing to share."

But being able to execute Derrick's winning technique has always been a challenge of incredible proportions for the rest of the fleet. If one ever watched him at a regatta, he or she knows Derrick practices what he preaches. The results often leave the "average" sailor astounded. At the world in '78, Derrick sailed his "ultimate yacht race" without a cash prize.
as an incentive. "Probably the best race I ever sailed in my entire life was the second race in Puerto Rico. At the start, it was blowing 18 knots. A lady ran over the back of me and pushed me over the line early. I circled around this huge committee boat and started dead last. I was really angry. I said to myself, "I'm going to work my butt off." I went right and caught some nice shifts. There were 105 boats on the line. I rounded the first weather mark in 35th. I couldn't believe I had passed some 65 boats on the weather leg. The next reach, I picked up three or four. The next reach after that, I picked off another three or four. The next thing I knew I was in 29th place. Then a rain squall came through. The air lightened up about ten. I remember my traveller was off center and not sliding on both sides as I had taped it to do. My gooseneck was positioned badly, and all of a sudden, I found myself with an incredible boatspeed! The next upwind leg, the wind went back up to about 15, 16. I played the middle...I went from 25th to fourth. Downwind...I picked up a boat. The last beat up, I went up the middle and hit every shift exactly. I won the race by six boat lengths! I don't even remember the guy who came in second that race." How did he do it? The four-time Olympic gold medalist, Paul Elvstrom stated, "The good sailors all know how to race very well, but the champions have won the regatta before the race begins."

Refinement of the winning Sunfish program takes practice. And after 25+ years of racing the boat and preparing for regattas, Derrick has gotten his program down to a science. To Derrick, "It's like driving. You never forget." His custom-tailored routine includes the following elements: boat preparation, practice sailing, exercise and weight training, and documentation. "I spend about 10-15 hours getting the boat ready prior to the regatta. That's part of my enjoyment. I love to "putz." In preparing for the '89 NA's, Derrick's final checks came the week before the event. "I made sure I had all the equipment, got a new racing sail and checked to see if I had all the hardware I needed...I go through a whole checklist...I made sure my centerboard is smooth. I use a Barrington board with the long edge forward, even in heavy air. It's a pretty thin board. The template just falls right down. It doesn't even come close. I make sure my rudder is free of cracks and wear and tear. I also keep all the bolts very tight so the rudder and tiller are stiff and hard to move. I sand the centerboard trunk so it's protected and doesn't chip the board. I just go through and check that the boat is in good working order and that the bottom is clean and smooth."

In the realm of the physical, there is no substitute for Derrick's regular exercise time. "Ever since I was in junior high, I've exercised six days a week. I'm always either running or lifting. So I think I keep myself in relatively good shape." Two months of serious preparation preceded his win in Tawas Bay. "I ran a marathon in October ('88) which is just something new that I wanted to do. I didn't do that great. I just finished and did it in under four hours. That was my goal...My body weight got down to 154 lbs., which is amazingly light for me. I just ran and ran and ran. My normal weight is 175. Then I started to lift all winter long and got really strong. I worked on my upper body and swam two days a week to break up the routine." Derrick stresses taking notes about elements that he considers himself to be strong at or need improvement in. "In looking over my regatta notes that go back years and years, I have found my strengths and weaknesses to be cyclical. One period (of five or six years) I may have had good speed downwind, but I needed work on shift-hitting upwind. That turned around in the early '80's, when I worked on my upwind legs so much that my downwind speed suffered. Then, I would make notes, about how Chris Friend passed me downwind and what approach he took." He also makes sketches to show the path that he or a close competitor took up or down a particular leg of the course. "Surprisingly, I've always been a good starter so my notes, generally, don't concentrate on that as much as the boat handling and tactical areas of each leg."

Derrick finishes his regatta homework by reviewing the rules and appeals just to refresh his memory. When the rules are updated every four years, he makes a careful study of what part of the rule changed and how it would affect tactical decisions. "It's so important to keep learning the rules to be aware of the unusual situations that can occur. That way, you prevent yourself from ever instinctively citing an old rule on the water." Sailing instructions get the same attention with Derrick. He goes through them a night or two before the start of the first race, not just at the skippers' meeting. "I go through them to catch areas of potential trouble: starting sequences, course changes, check-in procedures, all the material that varies from regatta to regatta." It's one more way Derrick keeps obstacles from affecting his concentration on the wind and water.

Throughout our conversation, I felt I was in the presence of a truly talented and unique individual. I was intrigued by his vivid recollections of Sunfish war stories, individual races; just as if I was there. Having seen his stern from a distance before, it was most interesting to learn why he would make a certain tactical decision. His many years of continuously learning to
sail the Sunfish better, lead me to the conclusion that even when other boats are around him on the race course, he calls the shots. Derrick pro-acts, as opposed to reacting to other top sailors around him, most of the time. Due to his mastery of reading the wind and water he has confidence in not following the crowd if he can get to the mark faster another way.

It was clear that Derrick loves the sport of Sunfish racing. Derrick enjoys the physical and mental challenge. He loves the competition and those who push him even further to be best. Derrick stands as an inspiration to every Sunfish sailor, especially the juniors on the way up. He is an example of what you or I can become if we set our minds on a goal and work for it. Yet as accomplished as Derrick is in the Sunfish, Donnie Martinborough now has three world titles and Scott Kyle has two. Len Ruby, Mark May, and Jean Bergman are threatening. Derrick may have his greatest challenge yet in Sayville. But beware! Derrick will, no doubt, be prepared to defend his title against the best of them.

1990 SUNFISH WORLD CHAMPIONSHIP, LAKE MONROE, FL

World’s 1990. Lots of hardware! What could we have done differently? (L-R) Steve Manson, Bruce, Sutphen, Mark May and Len Ruby after the Award’s Banquet.

Nancy Haberland and Joel Furman talk about the races.??

That’s really David Frith tuning his bagpipes at a Dark and Stormy party —after the racing is over at Lake Monroe, FL.
SHORESIDE

The sun shone brightly on Sanford, FL the first week of February, 1990, for most of the time. There were reunions with old friends and we enjoyed meeting new people, too. It was just the right time of year to escape from the harsh winter weather of the northern, eastern, and mid-western parts of the U.S.A. Sailors and families from other parts of the world were happy to join in the fun. It was exciting to be part of an international family.

Most members arrived on Saturday, Feb. 3rd. Many stayed at the Holiday Inn located on Lake Monroe and others stayed within a short driving distance of Sanford.

The Orlando Yacht Club committee with John Gardiner, Sr. and Jr. had planned many interesting and fun-filled activities for the evenings of our “fun in the sun” week. We had tickets to Church Street Station in Orlando where you could go into several different night-clubs for shows of singing and dancing of every interest: western, 50’s and 60’s music, Dixieland jazz and much more. It is a Century-Old Historic Railroad Depot that still has an old train, quaint shops, and push-cart vendors along with restaurants and different acts on the streets. The can-can dancers made a hit with us when they danced on top of the wooden bar in Rosie O’Grady’s.

We also had a nice night club nearby the regatta site called Fitzgerald’s where we had a couple of planned parties and could dance to a good band.

Donna Buttner, Goofy and Peg Beadle enjoy MGM in Florida. The sailors sat on the water for 6 hours that day. No wind—no counting races. —Photo by Terry Beadle

Many tried to see what the Disney complex had to offer. Disney World, Epcot Center and MGM got their fair share of our spending money, too. The Buttners and Beadles did a lot of “people-watching” when they waited for each other on opposite sides of a fountain for the better part of an hour at Epcot on a beautiful day. Finally, Terry left his “designated standing spot” to get a brochure at the entrance and nearly tripped over “Rapunzel.” Boy, did they all feel silly! Donna Buttner is a self-trained Disney tour guide and if you ever want to see the best spots any place at Disney -- hire her or just follow! You will also burn calories at the fastest rate known to mankind. However, if you have Terry Beadle with you, it is now known that you must stop every two hours for refueling.

Many also went to Pleasure Island, which is located next to MGM, for more food and super shows in different buildings. You could even roller-skate if you could keep your balance while plugging your ears with your fingers. It was LOUD MUSIC!

Some of our sailors found the golf course, the dog track, and a few found the “topless bar.” A lot found everything they wanted at the Holiday Inn Pool. Some even took home a very nice tan!

There were those that shopped at Magnolia Mall. Sue Lowe took Drapes home to the Bahamas. She also packed a computer and even considered purchasing a new chair she had found. By the time the awards were given on Saturday to Jimmie and Sue’s son, Jody Lowe, I’ll bet the plane couldn’t get off the ground. It’s a good thing there were several sailors from the Bahamas to help carry the “Lowe acquisitions.” Sue wins the “World-Class shopper award” of this Shoreside Crew. We only mentioned a few of her purchases!

Will White had brought along his catamaran to sail with his son, Duncan, the following week. (Elizabeth had to stay home and work while Will played.) He set up his tent on the trampoline and “rip” went the tramp - no sleeping there that night - so his little dinghy came to shore. It’s a good thing there were a couple of empty beds in the sailors’ rooms.

However, there were no extra beds in Connie Miller’s room. She had two teenage sailors with her from Delaware and sailing gear everywhere. When the “racer chaser”, Alan Beckwith, (his words - not mine) showed up, she told him he was welcome to sleep in the room. Connie thought he would just bring in his sleeping bag and hit the floor but — when she came back to her room, she found Alan sleeping in the middle of her sofa bed. She finally took the pillows off the sofa and laid on them for her long night on the floor.

A lot of funny things happened and we had many good laughs. A week can fly by when you are with “FUNFISH FAMILY” and having a great time. We want to thank the staff of the Holiday Inn, (how about that, Mindy?), the Orlando Yacht Club, the John Gardiners (dad and son) and all the people that worked on the 1990 Sunfish World Championships for their hospitality. We all take home a little piece of their world, too. The Shoreside Crew will have a little time to catch their breath until they meet again by the water. Most water “larger than a puddle” will do!

CLASS PROMO VIDEO COMPLETED

After nearly a year of planning, video taping, editing, (dubbing), etc. Ted Ritter of Yacht Video Services, Ft. Lauderdale, Fla. has completed (under ISCA contract) a short (7 min.) class promotional video entitled “Sunfish - a boat for all reasons.” This video will be available for use at all of the boats shows this winter plus eventually will be offered for sale or free loan - out to class members through the Class office.

The video captures the true essence of the Sunfish Class with shots from previous Worlds, CT. river race, Master’s Internationals at Clearwater, Fla., N.A.’s at Tawas Bay, MI, etc. Advance showings have brought rave reviews. Look for more info in the next issue of “The Leg.”

Paul Odegard

NEW DECADE BEGINS — ALMOST —

The 1990’s almost started with a new exciting event for the Sunfish class. This year for the first time, Port Washington Y.C. in Port Washington on Long Island invited Sunfish sailors to take part in the annual New Year’s Regatta held over the New Year’s weekend. Port Washington usually plays host to just the Penguin fleet but regatta coordinators Don and Doug Wefer thought it would be appropriate to invite Sunfish sailors because nearby Sea Cliff has a prospering fleet and all the facilities were already in place. Sunfish sailors were to sail the same course as the Penguins but have their own start a few minutes later. Unfortunately, severe cold weather the weeks before New Year’s formed ice on Manhasset Bay and the regatta was cancelled. This was the first time the regatta was totally unsalable due to ice in over 10 years.

Port Washington hosts only half of the New Year’s Regatta. Just down the harbor, Manhasset Bay Y.C. hosts the Interclub dinghy fleet. This event has been held annually for over 50 years and attracts some of the east coast’s best frostbite talent. Usually between 70 and 100 boats attend. Port Washington intends to invite the Sunfish class again next New Year’s when it will be held on Dec. 29 & 30, 1990 and Jan. 1, 1991. Put it on your calendar now!

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LOOKING AHEAD TO SAYVILLE

BY BRIAN WEEKS

As most avid enthusiasts, by now, probably know, the Sunfish North Americans are coming to Long Island, New York. Sayville Yacht club in Blue Point (about 40 miles east from New York City) will be hosting the N.A.’s in early August, as they once did before in 1972 when Jack Evans took the title. Sayville is a beautiful spot for the Championships with its beautifully situated club house, long beach and location on the Great South Bay.

Although Patchogue Bay (the immediate body of water that the club is adjacent to) can have a great deal of boat traffic and chop on the weekend (I’m sure we will see it for the practice race) it should be fine for a long mid-week regatta. There’s plenty of water (it’s five miles across to Fire Island) for a big pack of boats, as is expected.

The winds on the Great South Bay are typical of coastal regions in the summer time with some minor variations. The clearer the sky the better the sea breeze which can build to 20 knots if the conditions are right. If high pressure prevails (as long as not too strong of a front comes through) the wind can be light and out of the north/northwest in the early morning hours, but then will switch to southwest in the late morning and build into the afternoon.

Southwest is the prevailing wind here and out on the bay the waves can really build if the breeze starts to honk. The junior course will be inshore under some protection but the adults could see three to four foot waves if it really blows ‘stink’. Broaching or should I say preventing one is a real challenge off wind.

There are other distinct conditional possibilities, however. We won’t just advertise a sea breeze as many places do when they host a regatta. 1972 saw heat, humidity, haze and light air for the most part. Long Island can be as hot as any other place can in August. If it’s hot, you will probably wake up to see the southwest wind already in tact, but light. The more haze, the lighter the wind. Haze holds off the sea breeze. Be prepared for heat and sunburn. Bring some water bottles.

The other typical weather condition for July or August on the Great South Bay is if a low budget, low pressure system settles over the region for several days. I have seen this so many times at Sayville. Such was the case for four out of five days at the 1989 Thistle Nationals. This type of situation brings in south-southeast breeze on the light side. As long as there is no fog like we faced at the 1987 Sunfish New York Regionals, it is a fun breeze to sail on.

As for current off of Sayville, there is not too much to count on. If any, the juniors and founders will have to find it, as it has been said there are some tidal eddies along the turn of the bay at Blue Point. The Great South Bay in summer has about a foot or foot and a half of tide only.

If you’re looking for a local boy to follow the first few days who knows the waters well, it has to be Paul-Jon Patin. Patin is a two-time NY Regional winner and a Sayville boy himself. He also scored sixth and ninth at the 1987 and 1988 World’s, respectively. There are a number of hot local sailors that will be there including past North American champ, Joel Furman, from down the bay as well as some other hot local sailors who plan to break out their “fishes” for the chance at a “close to home” major regatta.

The Sayville committee is planning a good time for all, parties, barbecues and spectator boats. Even racers without too much big regatta experience should not be dissuaded from participating. You will never learn more about sailing a Sunfish in one week. The Founder’s Cup is sometimes more fun than the championship series. And all clubs with junior programs should get some groups together and come on out. New York, although a new Sunfish region in the last four years, is one of the largest. This should turn out to be a classic North American Championship.

One more work of advice: Put a handle on your daggerboard, and bring a spare or two and something to fill dents or scrapes. The eel-glass can run rampant at times in the summer. Board clearing is important. We hope to see everyone at Sayville this August, and bring your boat speed along. It looks like we are going to see a long role call of hot sailors.

SUNFISH WORLDS 1991?

We need people with sponsorship leads! Are you somebody or do you know of someone who can directly help?! Suggest? Deliver? WE NEED YOU!!

We are in quest of advantageous ideas and contacts (ie ESPN and other sources of multi media exposure) to increase the marketability of our proposal. Every contribution helps! The continuation of the Sunfish World Championships, from this point forward will depend on sponsorship generated revenues. Please make your contributions by sending ideas or specific names of contacts to: Bruce Sutphen, 63 Davison St., Hyde Park, MA 02136, (617) 364-7785

We only have 15 months to come up with and implement a strong sponsorship package. So please do not hesitate to call! All suggestions are appreciated!

THANKS AND HAPPY SAILING,
The Sunfish Class Association

WINDJAMMERS DOMINATE SUNFISH CIRCUIT!

LINDSAY IN CHAMPION DIVISION:
WINGROVE IN CHALLENGER
BY STEVE HONOUR

The Windjammers of Clearwater’s Sunfish Fleet 658 hold first, second, third, and fourth place in Champion Division as well as first and third place in Challenger Division after 4 of 6 regattas in Tampa Bay’s Pixie Sunfish Circuit 1990. Jeff Lindsay of Clearwater is in first with 22.25 pts., Stuart Smith has second at 35.75 pts., Steve Honour is in third with 55 pts., and Don Cochran holds on to fourth with 60 pts. in Champion. In Challenger, Bill Wingrove, campaigning a Sunfish for his first year, has first locked up with 10.25 pts. and Dave Roberts holds third with 34 pts. Randy Hasbrouck of Dunedin Boat Club, the only non-Windjammer to hold a top position, has second in Challenger at 26.75 pts.

The local Sunfish Circuit, with 74 boats entered, continues to grow in popularity, picking up 10 more recently at the Sarasota Sailing Squadron’s final regatta on Feb. 4th. Winds of up to 20 knots, in numbers of boats, the Circuit is larger now than the SORC. And not surprisingly. Where else can you get a competitive racing yacht for $700 and enter it in a big event for $5.? The next regattas are March 25th at Gulfport Yacht Club and May 6th at Clearwater Sail Center (Windjammers hosting.) For more information, call Steve Honour at 398-1278.

Happy Sails!

CUSTOM MADE
SAILOR’S SHORTS
OF
DISTINCTION

Made Especially for You from Your Own Sail or from One of Ours
with sail numbers and class emblem

G&T ENTERPRISES
36 TYLER ST.
SPARTA, N.J. 07871
(201)729-7453
May 12-13  Sunfish S.E. Regional - Patrick Air Force Base, Satellite Beach, FL hosted by Florida Sunfish Assoc. Contact: Bill Haberland, 437 N. Neptune Dr., Satellite Beach, FL 32937. Phone (407) 777-4862.


Apr. 1  April Fool’s Regatta (S)—Sea Cliff YC, Sea Cliff, NY; Ronnie Hill or Steve Shepstone, 203/967-2332 or 516/671-9401.

Apr. 7  15th Annual Around the Island Race (S)—Key West SC, Casa Marina Resort Hotel; Howard Crane, Fleet Captain, 1103 Ashby St., Key West, FL 33040, 305/296-4522 (H); Class rules. 3 1/2 hour race (minimum). $10 entry fee includes dinner & beer. Excellent prizes, some by merchants.

Apr. 21  Icebreaker Regatta—Johnson Slough YC, Golfview Lake, Hinsdale, IL; George C. Bonertz, 813 58th Street, Hinsdale, IL 60521, 708/325-0236(H); 708/986-3999(W); Limited number of Sunfish boats available w/advance notice.


Apr. 28-29  UCB Challenge Cup—Waccamaw SC, Lake Waccamaw, NC; J. M. “Dick” Coburn, 1219 Pinckney St., Whiteville, NC 28472-2211, 919/642-3181(H), 919/642-0568(W).

Apr. 28-29  Stephen C. Smith Memorial Open—Apalachee Bay YC, Shell Pt., FL; David Eastman, PO Box 5673, Tallahassee, FL 32302, 904/222-8905(H).

May 6  “Pixie” Sunfish Circuit—Tampa Bay Sunfish Assn; Windjammers of Clearwater; Steve Honour, 11635 75th Ave. North, Seminole, FL 33770, 813/398-1278 (H&W).

May 12-13  Sunfish S.E. Regionals (S)—Florida Sunfish Assn.; Patrick Air Force Base, Satellite Beach, FL; Bill Haberland, 437 N. Neptune Dr., Satellite Beach, FL 32937, 407/777-4862 (H).

May 20  22nd Annual Bolton Lake Regatta (S)—Bolton Lake SC, Bolton, CT; Steve Langford, 16 Fairview Dr., S. Windsor, CT 06074, 203/644-9069 (H); 10 AM Skippers Meeting.

May 28  Chill Bowl (S)—Narrasketuck YC, Amityville, NY; H. Meyhoefer, 77 Sunset Blvd., Massapequa, NY 11768, 516/541-4442 (H).


Jun. 2-3  YRALIS—All Class Regatta, Larchmont YC, Larchmont, NY; YRALIS-Yacht Racing Assoc. of Long Island Sound, 212/575-1019; $15 Pre-registration before May 24. Call to check dates.

RUBY ADDS ANOTHER JEWEL!

Southhold Yacht Club Hosts Masters

Forty-seven year old, Dr. Leonard Ruby from Chestnut Hill, Massachusetts captured his third successive Sunfish Masters, National Championship at Southold Yacht Club Saturday and Sunday August 19 and 20. He won four races: placed second twice and finished fourth three times in the nine race series to sail away with the championship by 11.75 points over second place finisher 43 year old Bob Heckman from Glastonbury, Connecticut.

The Master’s National is open to all Sunfish sailors over 40 years of age, and while the clear weather forecast reduced the size of the fleet, 22 top Sunfish sailors from New York, New Jersey, Connecticut, Massachusetts and Pennsylvania arrived for two days of exhilarating conditions on Southold Bay. A southeasterly wind, blowing 20-25 knots with gusts to 30, challenged the sailors on Saturday and caused a number of equipment failures. Storms threatened all day Sunday but held off until the end of the regatta. Race committee chairman, Joe Crossan, ran a magnificent series of races while Jim Agetten, in cooperation with Suzanne Sullivan and Danielle Burns, had the computerized results posted before the fleet had reached the beach after the final race.

Beautiful mahogany plaques were awarded to the top 10 finishers. Third place went to 51 year old Alan MacGovern from Acton, Massachusetts. The first Long Island finisher was 57 year old Dave Wees of Bellport, who finished fourth, while fifth went to another New Englander, former North American Champion and current Sunfish Class Association President, 52 year old Paul Odger, from Vernon, Connecticut. Joe Kaukenen, age 53, from the Rochester Canoe Club edged out 64 year old Dick Heinl, from Muttontown, Long Island, for sixth place. Mattituck’s Larry Suter, age 42, finished eighth and this was a heartbreaker. Suter had the best chance to overcome Ruby’s hold on the Master’s title, and in fact was in first place after a 2-1 series Saturday morning. However a breakdown prevented Larry from finishing the third race and competing Saturday afternoon. On Sunday, he returned to place third in the opening race and win the final three races. He captured eighth place with four firsts, a second, a third, one "did not finish” and two "did not compete." Southold’s Joe Sullivan and Darien, Connecticut’s, Jim Crink, both 52, rounded out the top ten.
In addition to the wild weather conditions, the Masters regatta was anything but uneventful. Due to a family emergency, one sailor had to return to Philadelphia after being contacted by the Southold Police. Rochester’s Joe Kaukeinen had a gash opened on his head in an on-shore accident, and in the mist bizarre occurrence of sailboat trailer in town parking lot, taking his boat trailer with it.

—Joseph B. Sullivan, Jr.

THE TILLER TENDER

Jim Uroda of TX wrote an extensive article about his new tiller tender. Unfortunately, we had to omit it due to lack of space. We will print it in the next ‘Leg’. See the classified ads on the last page or call him for more information. We are fortunate to have a sailor who loves his Sunfish and continues to develop his ideas to make racing and pleasure sailing easier for us.

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**dateline**

| Jun. 2-3 | Greenwich Bay Regatta—E. Greenwich YC, E. Greenwich, RI; Karen Fletcher, PO Box 108, North Kingston, RI 02852, 401/294-6818 (W); Early registration for Narragansett Bay YA members $30, $45 for non-members. Registration after two weeks prior to the regatta, $10 more. |
| Jun. 4-Labor Day | Bellport YC Night Series—Bellport YC; Town Day Dock, Bellport, NY; Brian Weeks, 271 River Ave., Patchogue, NY 11772, 516/447-2166 (H), 516/475-1675 (W); Mondays & Thursdays @ 7 PM. Only club members are scored. Come join or just come and warmup for the North American’s. |
| Jun. 9-10 | P.B.C. Invitational Regatta—Perrysburg Boat Club, 111 Water Street; David Metzer, 802 Walnut, Perrysburg, OH 43551, 419/874-4826 (H). |
| Jun. 9-10 | New England Regional Championship (S)—Barrington YC, Barrington Beach, RI; Peter Brewster, 2 Ferry Lane, Barrington, RI 02806, 401/245-0300 (H), 401/683-0100x271 (W). |
| Jun. 16 | 25th Annual Wally Webster Early Bird Regatta (S)—Quaker Lake YC, Brachney, PA; George Seary, 2307 Tracy St., East Lynne, NY 13760, 607/754-0684 (H), 607/754-1433 (W). Bring lunch, steak roast follows. Phone day of race only—717663-2370. |
| Jun. 16 | 10th Annual CT Governor’s Trophy Sunfish Regatta (S)—Bantam Lake YC, Morris, CT; Denis Futterlieb, 37 Westerly Terrace, Meriden, CT 06450, 203/237-3440 (H); 9 AM Registration, 10 AM Skippers Meeting. |
| Jun. 16-17 | Merry Mob Regatta—Charleston Sunfish Fleet, Carolina YC; Jerry Zimmerman, 253 Molasses Lane, Mt. Pleasant, SC 29466, 803/661-1223 (H). |
| Jun. 23-24 | Suncoast Sailfest Regatta—Suncoast Offshore Racing Assn.; Sarasota Sailing Squadron; Ursula Olson, 4111 Higel Ave., Sarasota, FL 34242, 913/349-8698 (H). |
| Jun. 30 | Bristol Fourth of July Sunfish Regatta—Bristol Fourth of July Committee; Bristol YC, Bristol, RI; Dave Driver, 10 High St., Bristol, RI 02809, 401/253-7797 (H), 401/253-4350 (W). |
| Jun 30-Jul 1 | Fun in the Sun/Midwest Regions (S)—Indian Lake YC; Tom Anderson, 1031 Broadway, Sidney, OH 45365, 513/492-1870 (H). |
| Jul 1-Labor | GSBYRA Invitational Regattas—GSBYRA; Suffolk Marine Museum, DayWest Sayville, NY 11796, 516/567-1733; All class regattas. Alternating clubs each weekend. Sunfish open, secondary & Junior each weekend. |
| Aug. 4-10 | Sunfish North American Championship (S)—Sayville YC, Blue Pt., NY; Paul Patin, 40 Bergen Lane, Blue Pt., NY 11713, 516/363-9069 (H), 516/242-4300 (W); Class membership required. For local info call Brian Weeks also—516/447-2166 (H), 516/475-1675 (W). |
| Aug. 18-19 | Master’s National Championship (S)—Rehoboth Bay YC, Rehoboth Bay, DE; Molly Murray, PO Box 644, Lewes, DE 19958, 302/645-2306 (H), 302/656-7372 (W); Over 40 skippers only. |
THE MAST FLY VIEW
by Charlot Ras-Allard, Contributing Editor

You've heard them all before: "Slow and steady wins the race." "Short-term sacrifice for long-term gain." "If at first you don't succeed, try, try again." "It is in the heat of battle that the true champion flies his colors." For an athlete, all these adages take on new meaning and come to life every time he or she competes.

For the yacht racer, winning the gold at the Olympic Games means an individual has reached the ultimate level of the sport. But as the field narrows and the competition intensifies, only a select few get the opportunity to compete and represent his or her country. One must have the dream, the "right stuff," and as Indiana basketball coach Bobby Knight calls it, "The will to prepare to win."

The road to get there is long and hard. But one amongst us has made the decision to go for the gold. Nancy Haberland, is a long-time Sunfish sailor from Satellite Beach, Florida. She has recently purchased a new Europe Dinghy with plans to campaign it all the way to the Olympic Regatta in Barcelona in 1992. The event marks the first Olympic, single-handed, women's competition ever.

This 29-year-old Northbrook, Illinois native, sailed intercollegiately at Miami of Ohio and graduated with a bachelor's degree in dietetics. She is a registered dietician, but for the past four years, J World has been her workplace. There Nancy has taught sailing and yacht racing to many in Newport, Key West, and San Francisco. And for the past two and a half years, she has held the title of Program Director. Even on the off days, Nancy has been known to frequent any place in the sailing world that has an abundance of sun, surf, beaches, and, of course, sailboats.

Sporting a California tan and flash-blonde hair, Nancy is easy to spot at regattas. Armed with jams, the latest Newport regatta T-shirt, and rainbow sandals, she hops on to Sunfish number "8," heading for the sun-drenched race course. As the day and the competition heat up, she utilizes her perfectly toned muscles to hike out and proceeds to sail the 'fish to "max boatspeed." Sailing World best described her on-the-water moves by saying: "...she's tearing up the Sunfish courses." Nancy is just one of those sailors that you cannot get mad at when she "horizon-jobs" the fleet.

That she has done. Countless top-ten finishes at the North Americans in recent years, wins at hotly contested regionals, Women's NA titles, and to Bob Findlay's embarrassment; all the glory at the 1986 Midwinter Championship proved Nancy can sail with the best of them. The icing on the cake came, however, while venturing out of the class at the Rolex Women's International Keelboat Championships. Sailing a J-24, she finished third and tenth overall in the last two runnings of the regatta. Each was packed with talent with 40-plus boats on the starting line.

Nancy's race-course rivals will be no less formidable. The women of the Europe class will be members of yacht clubs with olympic-training programs. They will have facilities at their disposal that encourage daily training. Their club's members will be strong supporters of these potential Olympians with more than good-luck wishes. The top competitors will be coached by past olympic medalists using boats whose age is measured in number of regattas not in number of years. These, the women of the Europe Dinghy, will go wherever their foreign rivals amass at whatever the cost.

Yet our Nancy has many qualities the others wish they had. She has a proven track record on the race course, her persistence, her enthusiasm for the sport, and most important of all, Nancy has the members of the US Sunfish class behind her.

I, therefore, challenge each and every one of you Sunfish sailors to help Nancy in her quest for the gold.

In order to make tax-deductible contributions to her campaign, an account has been established at the United States Sailing Foundation. This arm of USYRU is a vehicle for talented US sailors to solicit funding from individuals and businesses. The Europe sailor receives compensation for expenses directly relating to the campaign, thus protecting her amateur status.

The address is:
Nancy Haberland Olympic Campaign Fund
P.O. Box 209
Newport, RI 02840
305-296-7770

Each of us can contribute in ways other than just with our checkbook. Our talent and expertise can help control costs that, oftentimes, ruin olympic efforts before the sailor has even crossed the starting line. From the obvious: a sailmaker, a boatbuilder, or a marine distributor, to the less apparent: an attorney, a CPA, a printer, a graphic designer, a public-relations professional, a sports marketing expert, a director of corporate giving, a cardiovascular therapist, or a sales trainer, just to name a few. The bottom line is that the individual, medal-winning, olympic campaign is not an individual effort.

A strong supporting cast of volunteers, each doing his or her part, will allow Nancy to spend more time in the boat. And if "practice makes perfect," then Nance, "Just do it!" We can't wait to be saying: "I knew her when..."
The Sunfish North American Championships provides a unique opportunity to do a tremendous amount of sailing and learning in a short period of time. The regatta is also one of the most fun events of the year! There are several things, however, that sailors of all levels can do to better prepare for a major championship such as the N.A.'s. Being well prepared will help to enhance both your performance and your enjoyment of this intense week of sailing and socializing. Physical, mental, boat, rules, sailing and sight preparation are just some of the factors which should be considered well in advance of embarking on a regatta of this magnitude.

Going into the North American's, each sailor should set a goal as to what he or she wants to get out of the regatta. Perhaps your goal is to finish in the top twenty while learning from the top sailors how to better read the shifts. Or maybe you want to finally break that streak of getting 51st in the qualification series for the past three years and see what life is like in the Championship Division. Or perhaps you want to capture your first North American Championships, finishing all races in the top five along the way. Writing this goal down on paper will give you something tangible to shoot for and will help you in deciding how to go about preparing for the regatta. When you get home from a cold practice in May, contemplating turning your Sunfish into a canoe for the kids, this goal will help inspire you to push onwards.

**PHYSICAL PREPARATION**

After deciding what you want to achieve from the North American's, you must think about what steps need to be taken to fulfill these goals. One of the many factors that needs to be considered is physical preparation. With the N.A.'s in August, there are no excuses for not being in top sailing shape. What are the expected breezes? (See article in this issue) Is it supposed to blow 15-20 knots each day? Are the prevalent breezes light and shifty? Of course with sailing, it is usually "never like this." However, you can still prepare for what is generally expected. If your arms get tired in heavy air, try doing some arm curls and seated rowing 2-3 times a week to build upper body strength and endurance. If you find yourself going slowly downwind in light air, hop on the scale and get closer to the ideal Sunfish weight of 155-160 pounds. If your stomach muscles begin aching before you get to the weather mark, consider starting a sit up program. Of course, the best way to get into sailing shape is to sail. Since most people can only sail on the weekends, however, sailing should be complimented with some kind of training program. Even one hour, three days a week, can make a huge difference when it comes to the last beat in heavy winds in the seventh race of the series. Remember, the N.A.'s consists of fifteen races over a six day period, and endurance is often an important element for success and enjoyment. So if you don't already run, swim, bike, lift, row, etc., start now. Don't wait till mid-July to start that diet or weight-lifting program. At that point it will be too late.

**BOAT PREPARATION**

Boat preparation is another important component of overall success at the N.A.'s. Making sure your boat is both "bullet-proof" and within the class rules is critical. You don't want to be making any major changes during elimination series. That time should be used for refinement, not boat experimentation. You should have your boat as you want to sail it for the first race of the series at least one regatta or a couple of weeks before the N.A.'s begin. Too many sailors practice for months for a major regatta only to do poorly because their boat breaks down or they attempt to make last minute changes which they are not used to. So get your adjustable outrails, hiking strap, 45 inch tiller extension and built-up center board ready sometime in June or July. It is important to show up to the regatta feeling that your boat and sail are race-ready before the practice race begins. That way you can focus on analyzing the winds, currents, and competition during the practice race and qualification series. Let the other guy have to borrow a hack saw to chop off the extra six inches he welded to his gaff, banking on the fact that this would be his secret weapon for success. Class rules are available from the USSCA. Given that you are taking a week off of work and driving halfway across the country to sail in a North American Championship, it is well worth your time to spend a couple of hours in advance checking all of your ring dings, lines, bolts, etc. The preparation will pay off, especially if the wind kicks in as it is supposed to.

**RULES PREPARATION**

In addition to physical and boat preparation, every sailor can benefit from studying the rules. Some fundamental changes to the sailing rules were implemented last summer, and these, along with the other rules, should be well understood. Having a strong grasp of the rules not only helps your own sailing, but makes for a more clean and enjoyable regatta for everyone. Over the past year, I have heard many sailors remark upon hitting the windward mark, "what do you mean I have to do a T20? I didn't foul anyone!" And that ever tempting "ooh" to make a wave in order to establish an inside overlap at the reach mark is no longer acceptable. Knowing the rules makes you less hesitant on the race course, and will keep you from missing the beer truck at the end of the day. There have been several good articles in recent issues of *Sailing World* concerning the major revisions in the rules. In addition, there are some good books covering all of the sailing rules. Dave Perry's *Understanding the Yacht Racing Rules Through 1992* makes for some fun and enlightening reading. You don't need to know what the "Q" flag looks like, but being familiar with the essential sailing rules can help you achieve your goals for the regatta.

**MENTAL PREPARATION**

One area of preparation that many people either ignore or are not familiar with is the art of mental training. Although mental training techniques have been in use for years, they seem to have been reserved for the top performers in sport. It is not coincidental that national and world champions from virtually every sport engage in some type of mental training in addition to physical training. Mental preparation can help you perfect those starts or roll tacks as you sit behind your desk on a Wednesday morning. Visualization is the key to mental preparation. Numerous studies have linked physical and technical improvements with mental visualization of activities involved in a particular sport. What are some of the techniques that can be applied to sailing? First of all, you must commit an amount of time each week to this activity, just as you do for on-land training and sailing. Ten minutes a day, 3-4 times a week, can make a tremendous difference in your sailing, especially for those who can't get to the water too often. During each session, create a situation on the course that either you have had trouble with in the past, or at which you have excelled. If you always seem to have trouble getting off a pin-favored starting line, remember a time when you hit it just right, or perhaps when you saw someone else...
get that perfect leeward end start. Rehearse what you did or saw over and over in your mind. Picture yourself luffing the boat to windward, creating a nice hole to leeward. See yourself bearing off at 8 seconds and blasting off the line as the gun goes off. Visualize yourself sailing the perfect start over and over. You will be surprised if you then see your boat and body in top form. It is a great confidence builder. If you see yourself practicing and getting better, you'll know you're on the right track. Practice board clear techniques a few weeks before the regatta so that it will be second nature on the race course. Make sure your boat and body are in top form and well. As you approach the line, check your position with your eye and your watch. If you see yourself clear, you'll know you'll be right off the leeward end of the line, leaving the fleet in your wake. Do the same thing with situations that you have done well in the past. This will reinforce your confidence. You can even visualize yourself doing the perfect roll tack upon approaching the weather mark. There are no limits to the benefits that can be achieved from mental preparation through visualization.

SAILING PREPARATION

Finally, and most importantly (although only one of many components to achieving a goal for the N.A.'s), is sailing preparation. If you do not already have a notebook devoted to sailing, establish one today. In it you should note what you learned at each regatta or practice. Write down where the sailing was done, what the conditions were, how you performed, how you felt in the boat, what you did well, what mistakes you made, what you need to change on your boat, etc. After a couple of regattas or practices, you will begin to see trends that should clue you in to where your strengths and weaknesses rest. Maybe you noted three regattas in a row that you had to do a 720 at the windward mark because you tried to jam it in instead of ducking a starboard tack. Knowing this, the next time you will lose only one boat by ducking instead of going. Or perhaps you find yourself consistently being able to get good starts at the boat end when it is favored. That should let you know that you are doing something right in those conditions and give you confidence to go for a top start at the big regattas when the same conditions exist. Every practice session or regatta can provide some information that can lead to improvements the next time you are on the water. Instead of committing the same mistakes over and over, take a few minutes to jot down what you learned that afternoon and incorporate that knowledge into your next practice or competition. You can even bring a grease pencil out on the water with you in order to write down notes on your deck after each race. Before long, those weaknesses will become strengths. The key to learning is to identify mistakes soon after they happen, not two weeks later when the boom is hit-

ing you in the head while you’re doing doughnuts. A further benefit to maintaining a notebook is the information about sites that you accumulate. Since many regattas are sailed in the same site year after year, your arsenal of information will help you get off to a fast start each time you sail.

Whether this will be your first North American’s or your fifteenth, pre-regatta preparation can help you improve your performance on the water and your enjoyment on land. Learn as much about the regatta site as you can ahead of time. If the first time you clear your board of weeds is half way up the third beat while boats are passing you, you haven’t done your homework.

Practice board clear techniques a few weeks before the regatta so that it will be second nature on the race course. Make sure your boat and body are in top form and well. As you approach the line, check your position with your eye and your watch. If you see yourself clear, you’ll know you’ll be right off the leeward end of the line, leaving the fleet in your wake. Do the same thing with situations that you have done well in the past. This will reinforce your confidence. You can even visualize yourself doing the perfect roll tack upon approaching the weather mark. There are no limits to the benefits that can be achieved from mental preparation through visualization.

SUNFISH FALL REGATTA

Willow Bank Yacht Club
Cazenovia, N.Y.

Sept. 9, 1989 Wind 5-15 20 boats

1. Steve Eckert 2-11-5-2-1 9.75
2. Jack Howell 4-2-3-9-3 11
3. Eric Boller 1-6-3-9-2 11.75
4. George Seary 7-9-1-1-4 12.50
5. Mark Weider 3-3-6-4-3 13
6. Steven Bard 5-11-11-X 27.75
7. Jack Rutz 6-10-7-7-8 28
8. Mark Rosenkranz 6-14-6-7 29
9. Joan Kirschheimer 9-7-5-9 30
10. Jim Dodd 18-15-4-6-10 32
11. Brian Grills 12-8-14-19-X 44
12. Ed Miller 10-5-12-11 48
13. Brian Dodd' 11-4-18-17 49
14. Andrea Moreau 17-13-14-12 52
15. Anne Keith 10-16-16-6 54
18. Bruce Campbell 14-16-18-13 61
19. Keri Klockowski 19-17-20-20-16 72
20. John Giotto 20-20-17-19-18 74

(* First Novice)

From Right: 1st Place Bill Park, 2nd Place Bill Lembeck, 3rd Place Che Haley, 4th Place Gerry Brandt

"THIRD ANNUAL SUNFISH REGATTA"

The 'Third Annual Sunfish Regatta' held at Prince Gallitzen State Park, Patton, PA.

We had 29 persons registered and 26 actually raced. It was a bright sunny day with winds in the 0-5 MPH, temperatures reaching the 90 deg range by afternoon. We had coffee and donuts available starting at 9 am. At 9:30, a brief skippers was run by Dick Mascolo. Bright red T shirts were distributed to all participants. We started the first race at 10:30 AM and completed the fourth race at 4:30 PM with one hour break for lunch. A one lap triangular course was used approximately 3 miles long. The course and markers were revis ed considerably during the day due to varying and inconsistent winds. The last race was a real endurance test because of no wind and only 16 boats finished.

Bill Park of LGSC was the first place winner for the third consecutive year. Cookies, cake, and cold drinks were served to all prior to the awards ceremony.

The 1990 Regatta is scheduled for June 17, 1990. We hope the weatherman will be more cooperative.

— Richard J. Mascolo

COMMODORE'S CUP

Rehoboth Bay Sailing Association
Sept. 1, 1989 Wind 15-20 14 Boats

1. Barry Pierce 3/4-3/4-3/4 2.25
2. Tucker Thompson 3-2-2 7
3. David Miller 2/3-3 8
4. Ann Kelly 5-5-5 15
5. Riverton, NJ 8-6-6 20
6. Frank Gunion 4-4-DNS 15 23
7. Connor Morgan 6-6-5 12
8. Ben Franklin 4-4-4 7
9. Bill Lembeck, 2nd
10. Matt Anderson 2-2-2-2 DNS15-7-7 29
11. Bob Anderson 2-2-2-2 DNS15-7-7 29
12. Frank Gunion 4-4-DNS 15 23
13. Connor Morgan 6-6-5 12
14. Bill Lembeck, 2nd
15. Matt Anderson 2-2-2-2 DNS15-7-7 29
16. Frank Gunion 4-4-DNS 15 23
17. Connor Morgan 6-6-5 12
18. Bill Lembeck, 2nd
19. Matt Anderson 2-2-2-2 DNS15-7-7 29
20. Frank Gunion 4-4-DNS 15 23
21. Connor Morgan 6-6-5 12
22. Bill Lembeck, 2nd
23. Matt Anderson 2-2-2-2 DNS15-7-7 29
24. Frank Gunion 4-4-DNS 15 23
25. Connor Morgan 6-6-5 12
26. Bill Lembeck, 2nd
27. Matt Anderson 2-2-2-2 DNS15-7-7 29
28. Frank Gunion 4-4-DNS 15 23
29. Connor Morgan 6-6-5 12
30. Bill Lembeck, 2nd
31. Matt Anderson 2-2-2-2 DNS15-7-7 29
32. Frank Gunion 4-4-DNS 15 23
33. Connor Morgan 6-6-5 12
34. Bill Lembeck, 2nd
35. Matt Anderson 2-2-2-2 DNS15-7-7 29
36. Frank Gunion 4-4-DNS 15 23
37. Connor Morgan 6-6-5 12
38. Bill Lembeck, 2nd
39. Matt Anderson 2-2-2-2 DNS15-7-7 29
40. Frank Gunion 4-4-DNS 15 23
41. Connor Morgan 6-6-5 12
42. Bill Lembeck, 2nd
43. Matt Anderson 2-2-2-2 DNS15-7-7 29
44. Frank Gunion 4-4-DNS 15 23
45. Connor Morgan 6-6-5 12
46. Bill Lembeck, 2nd
47. Matt Anderson 2-2-2-2 DNS15-7-7 29
48. Frank Gunion 4-4-DNS 15 23
49. Connor Morgan 6-6-5 12
50. Bill Lembeck, 2nd
51. Matt Anderson 2-2-2-2 DNS15-7-7 29
52. Frank Gunion 4-4-DNS 15 23
53. Connor Morgan 6-6-5 12
54. Bill Lembeck, 2nd
55. Matt Anderson 2-2-2-2 DNS15-7-7 29
56. Frank Gunion 4-4-DNS 15 23
57. Connor Morgan 6-6-5 12
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60. Frank Gunion 4-4-DNS 15 23
61. Connor Morgan 6-6-5 12
62. Bill Lembeck, 2nd
63. Matt Anderson 2-2-2-2 DNS15-7-7 29
64. Frank Gunion 4-4-DNS 15 23
65. Connor Morgan 6-6-5 12
CLIFTON TOPS 1989 SOUTHEAST REGIONALS

Charlie Clifton of Sarasota, FL hung in there for a one point win over Dave Dunn of Daytona Beach in the 1989 S.E. Regional Championships hosted by the Windjammers of Clearwater Fleet #658 Nov. 11th & 12th, 1989.

Forty-two boats from six States competed in the unusually light and  shifty winds which plagued the event held on Clearwater Bay out of the Community Sailing Center. “Very frustrating stuff,” nodded Clifton who prefers more wind but knows how to go when it is light.

Competition was strong as area hopefuls vied for the win and the berth in the World Championships in Orlando.

On-shore activities included a BBQ chicken dinner, beer and live entertainment Saturday night and hot dogs & beer Sunday afternoon. Trophies were hand-made plaques featuring sunfish sail emblem impressions surrounded by shells and coral, donated by Ellie’s Sail Shop in Clearwater. Awards went ten deep and best woman, junior, stock sail, and master were also presented. A silk-screened tote-bag was presented to Arlen Stewart of Dunedin, FL for the Sportsmanship winner and other collectables went to longest-traveled, mid-fleet, and bottoms up. Happy sails!

—Steve Hbonn

SOUTHEASTERN U.S. REGIONAL SUNFISH CHAMPIONSHIPS

Clearwater, Florida Nov. 11, 1989

Hosted by Windjammers of Clearwater, FL 658

1. Charles Clifton 2-1-5-6 13.75 Sarasota, Fl
2. Dave Dunn 1-4-5-6 14.75 Daytona Beach, Fl
3. Sonny DeCosta 6-7-1-4 17.75 Clearwater, Fl
4. Jeff Lindsay 3-13-1-3 19.75
5. Hank Saugre 4-11-7-1 22.75
6. Steve Honour 10-2-2-11 25
7. Stuart Smith 6-3-6-10 25
8. Cle慰ar, Fl 5-3-6-13 27
9. Ross Biedfell 7-11-9-4 31
10. Boca Raton, Fl
11. Dave Guardan 11-2-20-2 32 Orlando, Fl
12. Joe Blouin 9-7-12-9 37
13. Gall Heaster 8-10-11-6 37
14. Tony Elliot 12-5-20-3 40
15. Ft. Lauderdale, Fl
16. Bill Hatterland 8-9-15-5 47 Satellite Beach, Fl
17. John Anderson 21-4-8-16 49 Pittsburgh, PA
18. Jeff Linton 13-13-10-18 54 Tampa, Fl
19. Luis Oliveira 17-16-12-12 57 Plantation, Fl
20. Rod Kooch 15-18-6-17 59 St. Petersburg, Fl
21. Marian Escosta 14-23-10-20 67 Clearwater, Fl
22. Cindy Clifton 18-14-19-19 70 Sarasota, Fl
23. Marielle Weaver 19-26-8-28 St. Petersburg, Fl
24. Al Hersey 24-22-1-24 83 Sarasota, Fl
25. Mike Gable 16-12-15-41 84 St. Petersburg, Fl
26. Al Thompson 20-17-25-20 Tampa, Fl
27. Joseph Alter 22-20-26-20 Delray, FL, 91
28. Chad Stewart 27-23-29-13 Charleston, SC
31. Don Acker 23-18-29-41 111
32. Palm Coast, Fl
33. Ralsey Brothers 21-35-16-40 112 Phoenix City, Al
34. Bill Wingrove 30-28-22-31 111 Tampa, Fl
35. Norm Castle 32-23-33-26 121 Lake Worth, Fl
36. Dave Roberts 33-23-34-22 122 Clearwater, Fl
37. Bonnie Seiler 29-34-30-34 127 Tampa, Fl
38. Sue Braelz 34-37-31-35 137 Sarasota, Fl
40. Brad Wingrove 36-38-36-38 148 Tampa, Fl
41. Jim Hasbroock 36-36-38-37 149 Hudson, Fl
42. Randy Hasbroock 44-40-39-32 152 Hudson, Fl

SCOTT KYLE WINS FALL NORTHEAST REGIONAL REGATTA

Scott Kyle won 5 of 10 races to take the Fall Northeast Regional Championship regatta held September 23-24 at Bolton Lake in Connecticut. The regatta was held as the remnants of hurricane Hugo sped by to the west.

Saturday morning’s 3 races were sailed in a 20-25 mph wind out of the south, helped by the after effects of Hugo. Although cloudy skies prevailed, the temperature rapidly warmed to the high 70’s. After lunch, but before the racing resumed, a 120 degree drop in temperature as a cold front swept through. By the time that 2 more races had been sailed, the temperature had dropped another 15 degrees and a pouring rain had begun, so the day’s sailing was mercifully terminated.

A cookout Saturday evening at Paul Odegard’s house was combined with viewing of a Sunfish racing videotape to provide an enjoyable evening of good good and fellowship.

Sunday dawned bright, clear, and cold, with the temperature in the low 40’s and a very shifty wind blowing 15-25 mph. After 3 races, the wind had dropped to 5-20 mph and the temperature had risen to the mild 50’s. Although it had been planned to end the racing at lunch time, by popular demand 2 more races were held in the afternoon.

The presentation of glassware as awards (procured by Bob and Sharon Heckman in Yugoslavia) provided a fitting conclusion to a weekend of outstanding racing.

—Steve Langford

1. Scott Kyle 2-1-1-3-1-4-1-1 12.75
2. Bruce Subpen 3-4-2-1-3-3-1-2-2 17.25
3. Scott Greenbaum 1-5-6-3-2-2-2-6 24
4. Ken Charles 4-3-8-6-5-4-10-7-5 46
5. Bob Heckman 7-5-3-2-2-12-3-6-4 49
6. John Buttn 5-1-9-2-6-5-12-9-8 66
7. Will White 11-8-6-9-4-6-5-DNS 67
8. Denis Futterle 6-17-10-11-10-7-8-6-3 74
9. Larry Cochran 9-14-14-DNF-7-8-6-9 75
10. Bob Buttner 8-7-7-7-9-9-8-DNS 82
11. Paul Odegard 14-12-DNF-13-14-14-7-2-1 88
13. Tom Woodman 10-10-DNS-16-9-10-10-9-DNS 125
15. Matt Blesco 15-6-13-9-DNS-DNS-DNS-DNS 133
17. Pete Bedwsm 16-16-17-13-13-DNS-DNS-DNS 147
18. Louis Fuchs 18-9-12-DNF-DNS-DNS-DNS-DNS 151

Boats rounding the reaching mark at the Sunfish Northeast Regional with Larry Cochran (37523) in the lead beginning to plane, followed by Scott Kyle (4) and Bruce Subpen (957).

Sunfish Northeast Regional Championship trophy winners are (L—R) Ken Charles, Bob Heckman, Bruce Subpen, Scott Greenbaum, and Scott Kyle.

—Photo by Steve Langford
SOUTHWEST REGIONAL CHAMPIONSHIP

The Houston Yacht Club, winner of the St. Petersburg Trophy for the 1984 Sunfish North American, hosted the 1989 Southwest Regional Championship Regatta on 16-17 September. The fleet of 45 competitors included sailors from as far away as Ft. Lauderdale, Florida. The mood was festive and competitive.

The regatta was labeled the "Hot Fish Regatta" in recognition of the new Sunfish. The scene, as is the case with Sunfish sailors, was laid back and folksy until the boats hit the line on Saturday.

Several younger Laser sailors rejoined the Sunfish fleet to test the new Sunfish design and North Sails. The shifting light conditions of the first day did not cool the competition. Several general recalls let the sailors know the Race Committee was serious.

The committee tried both the Gold Cup courses and the short "paper clip" (windward/leeward) in the light air to test the tactical off-the-wind skills of the fleet.

The club provided complimentary kegs of beer and soft drinks at the end of the day to cool off the tired sailors and everyone enjoyed the outdoor cook-out poolside. The topic of considerable discussion was the new North Sail and the prospect of creating a Texas Sunfish Circuit Regatta program for 1990 to allow the fleet to visit other venues in the state. Enthusiasm ran very high for this program and plans were put in motion.

On Sunday, a fresh sea breeze filled in to revitalize the fleet and to reshuffle the leaders. Wulf John Focke, one of the young Laser sailors returning to race the new Sunfish, established his lead with three bullets on Sunday, but was challenged closely by Jerry Parley (a seasoned competitor) sailing with an old blown out Fogh sail in second, and John Focke, Sr. challenging hard for a close third. Scott Ziegler from the Texas Corinthian Yacht Club, the leader on Saturday sailing a new boat with North Sail, finished a close fourth.

In the Junior Fleet, Will Stout from Lakewood Yacht Club sailed a very convincing series with five bullets out of six races, followed by fellow club member Bruce Mahoney in second, Wesley Homstrom from HYC in third, and Katy Kratzik, a Sunfish and Laser sailor from the Corpus Christi Yacht Club.

*New Fish, also!*

A special class for novice sailors (first year sailors) was included in the fleet to give the sailors a feel for big fleet racing. The novices raced a shorter course (triangle windward finish) but were on the course with the juniors and seniors.

Amy Beberniss won with six bullets. We expect to see her return next year as a hot junior sailor.

The trophy presentation was Sunday afternoon, in time for the out of town sailors to head up and hit the road.

The Houston Yacht Club enjoyed hosting this good-hearted group of sailors, old friends, and hot young competitors. With 175 Sunfish owners at the club, the Sunfish has a special place in the hearts of HYC families.

—John Focke

HOUSTON YACHT CLUB

Southwest Sunfish Regionals

<table>
<thead>
<tr>
<th>September 16-17, 1990</th>
<th>29 boats</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. W. John Focke</td>
<td>4-(13)-3-1-1-1</td>
</tr>
<tr>
<td>2. Jerry Parley</td>
<td>(DNS)-10-6-4-2-6</td>
</tr>
<tr>
<td>3. John W. Focke</td>
<td>6-2-(23)-1-2-2</td>
</tr>
<tr>
<td>4. R. Scott Ziegler</td>
<td>3-3-7-13-14</td>
</tr>
<tr>
<td>5. Sam Pyne</td>
<td>1-5-3-12-10</td>
</tr>
<tr>
<td>6. Tony Elliott</td>
<td>13-19-6-5-4-7</td>
</tr>
<tr>
<td>7. Luis M. Oliveira</td>
<td>12-12-3-9-3</td>
</tr>
<tr>
<td>8. Jack Aids</td>
<td>8-4-8-6-1-9</td>
</tr>
<tr>
<td>9. Andy Bederman</td>
<td>7-11-13-7-6-6</td>
</tr>
<tr>
<td>10. Malcolm E. Jones</td>
<td>(16)-7-10-9-10</td>
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<tr>
<td>11. Bryan Calk</td>
<td>5-14-(17)-9-9-5</td>
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<tr>
<td>12. Tre' Banks</td>
<td>14-9-2-5-6-(17)</td>
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<tr>
<td>13. Mike Hare</td>
<td>6-15-11-7-13-13</td>
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<tr>
<td>15. Ruthie Lambert</td>
<td>20-8-4-13-17-11</td>
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<tr>
<td>16. Jim Udoa</td>
<td>12-8-14-12-20-20</td>
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<td>17. Anne Morley</td>
<td>11-10-19-16-16-16</td>
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<td>23. Kristin Perdue</td>
<td>24-25-23-21-21-21</td>
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<tr>
<td>24. Linda McKee</td>
<td>21-(DNS)-22-20-20-20</td>
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<tr>
<td>25. Evangeline Callahan</td>
<td>22-(DNS)-25-25-24-24</td>
</tr>
<tr>
<td>26. David Morley</td>
<td>(25)-20-24-25-30-30</td>
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<tr>
<td>27. Fount Elliott</td>
<td>23-24-26-26-(27)-26</td>
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<tr>
<td>28. Simon Farrow</td>
<td>26-26-(DNS)-26-26-29</td>
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<tr>
<td>29. Oettle Cottinham</td>
<td>29-(WDR)-DNS-27-29-28</td>
</tr>
</tbody>
</table>

Juniors

<table>
<thead>
<tr>
<th>September 16-17, 1989</th>
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</thead>
<tbody>
<tr>
<td>1. Will Stout</td>
</tr>
<tr>
<td>2. Bruce Mahoney</td>
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<tr>
<td>3. Wesley Holmstrom</td>
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<tr>
<td>4. Katie Kozak</td>
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<td>5. Robert Thompson</td>
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<td>6. Hugh Mahoney</td>
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<td>7. Mia Schneider</td>
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<td>8. Ryan Mills</td>
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<td>9. Glen Callanan</td>
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<td>10. David Thomas</td>
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<td>11. Robert McMahan</td>
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<td>12. Traits Thomas</td>
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<td>13. Jeff Moyer</td>
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Novices

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<tbody>
<tr>
<td>1. Amy Beberniss</td>
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<tr>
<td>2. Sozy Kratz</td>
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<tr>
<td>3. Kara Ricks</td>
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</tbody>
</table>

1st place finish counts as .75 in final scores

Winners of the Southwest Regional Championship at the Houston Yacht Club.

Photo provided by John Focke
THE SAILING ON GREAT SOUTHBAY; STEADY AIR & LOTS OF IT

1990 SUNFISH NORTH AMERICANS
AUGUST 4TH-10TH
Sayville Yacht Club, Blue Point, Long Island, N.Y.

In the past 25 years, the Sayville Yacht Club has run numerous regional, national and international regattas. The classes have included Sunfish, 470, Thistle, Raven, Finn, Penguin, Flying Scot, Star, Blue Jay, Jet-14, Fireball, Laser and USYRU eliminations. Weather conditions have varied from calms to fog to the so-called demolition derbies, with the greatest preponderance of wind conditions being in the 12 to 18 knot range. In my years as a member of the yacht club, I don't ever recall a lost day because of no-wind, an event I understand our cousins on L.I. Sound (North Shore) experience from time to time.

"Winds are steady, but the chop can stop!"

The Great South Bay is about 30 miles long and from two to five miles wide. The seaward side of the bay is bounded by the Great South Bay Barrier Beach (Fire Island), which is about 3.5 miles across from Sayville Yacht Club in Blue Point. The lack of any rugged terrain on both sides of the bay minimizes the effect of the land mass on the wind, and breezes are usually steady and predictable.

The race area is about equidistant from two of the inlets which connect the bay to the Atlantic Ocean. The inlets are small and, since the bay is also shallow, tidal currents are minimal (about half a knot maximum.)

Seaweed can become a nuisance on the bay. A white rudder and a long-armed skipper can make an effective combination. Some local skippers leave the weed on the rudder; it's a sure way to account for the boats that sailed right by on a reach.

The depth of low water varies between six and twelve feet in the race area. This can lead to a short chop which can stop you dead if you are pinching a little too much.

"It always blows at Sayville!"

The predominant wind on the bay is the southwester, which is a combination of the prevailing westerly and the onshore sea breeze. It generally arrives between 11 A.M. and 1 P.M. on sunny days and lasts until sundown. The southwester is a steady breeze which usually blows about 15 mph, but sometimes gets up to about 25 mph. If this wind is blowing 15 mph at the start of an afternoon race, you can put on your hiking boots and get your stomach muscles ready for a workout because the velocity will probably increase. Sometimes in August, a southwest wind will blow day and night for several days -- and hard -- giving us residents on the south shore of Long Island good old mildew to go with our wind.

The westerly is another steady breeze and also often blows hard. If it's blowing about 20 mph out of the west at 10 A.M. and looks dusty, you can look for a thunder-squall during the day.

The northwestern or northerly wind on the bay is typical of this breeze throughout the east coast, shifting periodically about 30 degrees and puffy. It generally blows between 10 and 20 mph, and if it dies out around noon on a sunny day, look for a southwester. If it is blowing strong from the northwest at noon, it will probably hold until sundown.

The northeastern can be a light fluky wind, 3 to 12 mph, generally accompanied by overcast skies and possibly with winds up to 35 mph and heavy rain. The bay also has a light northeast wind on sunny mornings which is not a true wind, but only a land breeze which will shortly shift into the southeast through south to southwest about noon.

The southeast wind, when dry, is a delightful light wind from 7 to 15 mph, and makes for a beautiful day's sailing. This wind is fairly steady in direction and strength. The southeast wind can also blow very hard (30 mph) with overcast skies and, if it does, hold your hat -- you've got a thrill in store for you. The chop is something to sail through in this wind.

A wind from the south can come on sunny days, and is similar to the dry southeast wind (7 to 12 mph). On overcast days, it generally blows harder with rain in the offing.

There are times, believe it or not, when the wind on the bay is light and fluky or non-existent. This happens most often in the morning, but in rare cases can last through most of the afternoon. (1971 Sunfish NA’s), however, don't worry -- lighting doesn't strike in the same boat twice. Fog is also not unknown on the bay, so don't forget your compass.

The water depth in front of Sayville Yacht Club is 3 to 8 feet, with 400 feet of sandy beach.

The jellyfish usually can be plentiful in August; this will act as an incentive to keep the "dagger board" side down.

The above article was editorialized by Paul Patin, Sayville Yacht Club 1990 North American Regatta Chairman. The original was an article written by Jim Egan and Al Cuenin for the Thistle Class Bagpipe.
On Friday, torrential rains and thirty knot winds soaked Long Island’s east end. At 6:00 AM Saturday morning, Norton Hutchinson of the Seawanaka Place Yacht Squadron on Western Long Island called Joe Sullivan in Southold to say that it was pouring; the forecast was for 20-25 knot winds, and the seven sailors from SPYS were having second thoughts about making the ninety minute trip to Southold. Sullivan looked out the window; saw the beautiful sunrise and the leaves blowing on the trees and assured Hutchinson that at that time of the morning, conditions were still a “go” for the 19th annual sailing of the world’s longest Sunfish race around Shelter Island, a nautical marathon of approximately twenty-five miles, depending upon the tacking required.

Fortunately, the SPYS sailors decided to come because they experienced the most thrilling race in 19 years; one of them, Dick Heinl, won it in record breaking time, and Norton Hutchinson finished fourth as the top five sailors broke the thirteen year old record of three hours and forty-five minutes set by Rip Fisher of Old Cove Yacht Club in New Suffolk in 1975 and tied by Joe Sullivan of Southold Yacht Club in 1976.

The race went off without a hitch at 11:00 AM in the midst of a brief rain shower and a 15 knot southwesterly. As the fifty-two boats hit the open waters of Shelter Island Sound in their counter clockwise route around the island, the winds increased to 20 with gusts to 25 and Joe Croasdale of Southold Yacht Club jumped to the early lead. Croasdale held the lead an hour later with Joe Sullivan in close pursuit and they gibed into Gardiners Bay with about a half mile lead on the rest of the fleet. But in Gardiners Bay, Heinl and Hutchinson made their move. Croasdale and Sullivan exchanged the lead two or three times before Heinl joined them. After sailing neck and neck for about a mile, Heinl put the afterburners on and literally leapt away from the competition. In the meantime, Hutchinson then passed Sullivan to gain second place while Joe Kaukeinen from the Rochester Canoe Club moved past Croasdale into fourth. At two hours, Heinl led the fleet around Hay Beach Point and into Greenport Harbor for the upwind race to the finish line. Because the leaders had sailed so fast, they now had to sail against the outgoing tide with the wind dropping to 6-10 knots. Would they be able to sail the remaining 5-6 miles in one hour and forty-five minutes? The top five sailors pulled away from the rest of the fleet with Heinl in the lead and the other four battling for second place. As they entered Southold Bay, the breeze kept dying but held at about five knots, enough for the top five finishers to not only break the record but to shatter it. Dick Heinl, who won the race for the second time, set the new standard at 3 hours, 30 minutes and 47 seconds. Former record holder, Sullivan placed second in 3 hours 32 minutes and 16 seconds, edging out Kaukeinen by 28 seconds, who squeezed by Hutchinson by 29 seconds, who held off the fast closing Croasdale by 23 seconds.

The top five finishers were separated by 2 minutes and 47 seconds after three and one half hours of racing. Forty two boats started. Forty finished, and even the last Sunfish sailed by Chelsea Ross Green and Walter Green in a time of 5 hours and 9 minutes topped the winning times of many of the previous races.

Interestingly, in a race that requires a good deal of endurance, the top four finishers averaged 59 years of age. They were 64, 52, 53 and 66 respectively and the accompanying photograph shows (L-R) Sullivan, Kaukeinen and Hutchinson celebrating by pouring liquid refreshments over the head of winner Heinl. The top ten finishers received trophies; all sailors were given souvenir charts with their place and time, and Dick Heinl also received his second set of Green Chevrons emblematic of victory in this race, and his name and time are inscribed on the WBZ-FM perpetual plaque which remains at Southold Yacht Club. — Joe Sullivan, Jr.
DEVLIN'S LAKE REGATTA

Weather was the story the first day of the Devil's Lake Regatta--dark, steady rain, cold 50 degrees, and northeast winds of 12-18--RAW! Three races were sailed on Saturday, with Tom Katterheinrich leading into the tacking duel.

Devil's Lake Yacht Club
Manitou Beach, MI
September 16-17, 1989

<table>
<thead>
<tr>
<th>Finish</th>
<th>Skipper</th>
<th>Finish Points</th>
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<tbody>
<tr>
<td>1.</td>
<td>Doug Wefer</td>
<td>2-1-1-5-5</td>
</tr>
<tr>
<td>2.</td>
<td>Scott Kyle</td>
<td>4-3-3-4-3</td>
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<tr>
<td>3.</td>
<td>Charlot Ras-Allard</td>
<td>5-2-5-9</td>
</tr>
<tr>
<td>4.</td>
<td>Neil Glassberg</td>
<td>6-4-6-1-2</td>
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<tr>
<td>5.</td>
<td>Fred Abels</td>
<td>1-8-10-2-4</td>
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<tr>
<td>6.</td>
<td>Steve Shepstone</td>
<td>10-5-4-6-8</td>
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<tr>
<td>7.</td>
<td>Jim Freebody</td>
<td>3-7-7-10-7</td>
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<tr>
<td>8.</td>
<td>Steve Taylor</td>
<td>12-9-6-7-12</td>
</tr>
<tr>
<td>9.</td>
<td>Melissa Shepstone</td>
<td>11-14-12-8-1</td>
</tr>
<tr>
<td>10.</td>
<td>Jack Kunz</td>
<td>7-11-8-9-14</td>
</tr>
<tr>
<td>12.</td>
<td>Eric Feldman</td>
<td>5-13-11-13-10</td>
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<tr>
<td>13.</td>
<td>Steve Wright</td>
<td>13-18-13-14-6</td>
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<tr>
<td>14.</td>
<td>Iris Cohen</td>
<td>8-10-5-13-16</td>
</tr>
<tr>
<td>15.</td>
<td>Craigton Phillips</td>
<td>14-12-16-11</td>
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<tr>
<td>17.</td>
<td>Dennis Richard</td>
<td>16-15-16-17-18</td>
</tr>
<tr>
<td>18.</td>
<td>Ronnie Hill</td>
<td>17-17-DNF-DNS-DNS</td>
</tr>
</tbody>
</table>

1989 Devils Lake Regatta held at DLYC, Manitou Beach, Michigan. (L-R) 1st-Tom Katterheinrich, 2nd-Gail Turluck, 3rd-Ray Steely 4th-Dave Metzger, 5th-Mike Thomas

1990 ICE CUBE REGATTA

<table>
<thead>
<tr>
<th>Skipper</th>
<th>Finishes</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Doug Wefer</td>
<td>2-1-5-6</td>
<td>13.50</td>
</tr>
<tr>
<td>2. Scott Kyle</td>
<td>4-3-4-3</td>
<td>17.00</td>
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<tr>
<td>3. Charlot Ras-Allard</td>
<td>5-2-5-9</td>
<td>21.00</td>
</tr>
<tr>
<td>4. Neil Glassberg</td>
<td>6-4-6-1-2</td>
<td>21.75</td>
</tr>
<tr>
<td>5. Fred Abels</td>
<td>1-8-10-2-4</td>
<td>22.75</td>
</tr>
<tr>
<td>6. Steve Shepstone</td>
<td>10-5-4-6-8</td>
<td>33.00</td>
</tr>
<tr>
<td>7. Jim Freebody</td>
<td>3-7-7-10-7</td>
<td>34.00</td>
</tr>
<tr>
<td>8. Steve Taylor</td>
<td>12-9-6-7-12</td>
<td>46.00</td>
</tr>
<tr>
<td>9. Melissa Shepstone</td>
<td>11-14-12-8-1</td>
<td>49.75</td>
</tr>
<tr>
<td>10. Jack Kunz</td>
<td>7-11-8-9-14</td>
<td>49.00</td>
</tr>
<tr>
<td>11. Eric Johnson</td>
<td>15-8-5-15-13</td>
<td>58.00</td>
</tr>
<tr>
<td>12. Eric Feldman</td>
<td>5-13-11-13-10</td>
<td>58.00</td>
</tr>
<tr>
<td>13. Steve Wright</td>
<td>13-18-13-14-6</td>
<td>62.00</td>
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<tr>
<td>14. Iris Cohen</td>
<td>8-10-5-13-16</td>
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<td>15. Craigton Phillips</td>
<td>14-12-16-11</td>
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<td>16. Bud Yelle</td>
<td>DNF-DNS-15-11-15</td>
<td>79.00</td>
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<tr>
<td>17. Dennis Richard</td>
<td>16-15-16-17-18</td>
<td>80.00</td>
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<tr>
<td>18. Ronnie Hill</td>
<td>17-17-DNF-DNS-DNS</td>
<td>91.00</td>
</tr>
</tbody>
</table>

On January 6th, Sea Cliff Yacht Club Sunfish Fleet started off 1990 on the right foot by hosting the annual Ice Cube Regatta. Just a week earlier the regatta looked to be in jeopardy due to ice on Hempstead Harbor but warmer temperatures cleared the way for the 18 frostbiters. The wind didn't cooperate immediately but in the end Race Committee Chairman Dan Grande and helper Alan Hollywood ran 5 solid races. Winds ranged from 3-10 mph from the Northwest for the triangle, windward-leeward and gold-cup courses.

The fleet was a strong one made up of various Sunfish hot-shots including past World Champion Scott Kyle. Racing was very competitive and positions changed often. Race 1 saw Kyle get off to a hot start to lead around the windward mark followed by Doug Wefer and Fred Abels. At the reach mark it was Abels, Wefer, and then Kyle. The wind had not settled yet and it was easy to find holes on the second reach. At the finish it was Abels, Wefer, local Jim Freebody, Kyle and Charlot Ras-Allard. Wefer, Ras-Allard and Kyle led the pack in race 2 and 3. After 3 races Wefer, Ras-Allard and Kyle were the clear leaders but then a few new players moved into the top spots. Neil Glassberg, a summer Flying Scot sailor, found the touch in races 4 & 5 with a first and a second. Abels made a move with solid speed and conservative tactics for a 2-4 and Melissa Shepstone, Sea Cliff's female ace, showed toughness to win race 5. Glassberg, Shepstone and Abels all proved that a good start is a must to frostbite type courses. The opposite was the case for Ras-Allard and Wefer who found themselves struggling to move up after being over early in the fifth race. At the end it was Wefer, Kyle, Ras-Allard, Glassberg, and Abels.

After sailing the fleet adjourned to the Club where they enjoyed Melissa Shepstone's fine chill and the presentation of the functional awards (inspection ports, ratchet block, sailing gloves, and a knife.)

The prospects are good for future strong regattas at Sea Cliff when Sunfish frostbiting has been growing steadily in the last 2 years. Frostbiting takes place each Sunday at 1:30PM sharp. Sea Cliff is looking forward to hosting their annual April Fool's Regatta, March 31 and April 1 as well as other regattas in the future. Try and make them!

---Doug Wefer
POCONO CHAMPIONSHIP
Lake Wallenpaupack Y.C. Host

On September 30th, seventeen boats were on hand for Lake Wallenpaupack Yacht Club’s fourth annual Pocono Championship.

It was a beautiful clear sunny fall day. Unfortunately the wind chose to be unreliable. Instead of five races as had been planned, it was only possible to squeeze in three.

Steve Manson from the Mountain Lakes Sailing Association won the series with a clean sweep. Don Sensenig, from the Pocono Boat House Club on Lake Naomi, also sailed a consistent series finishing second. His worst race was a fourth in the first race. Third went to his club mate, Charles, Knapp. Mark Weider, from Syracuse, finished forth. Fifth went to a first time visitor, Ted Straight, from the Deer Lake Club in New Jersey.

It was interesting to note that there were contestents representing fleets from as far away as Rochester, NY, Bellport, Long Island, Mantaloking, NJ, and Doylestown, PA. This is a real testimonial to the fact that Lake Wallenpaupack’s central location offers sailors a unique opportunity to meet and sail against people drawn from an unusually wide area.

Lake Wallenpaupack Yacht Club is located on the largest man made lake in Pennsylvania. There is plenty of room to lay out good courses in clear air. Facilities are good and the Club is anxious to complement it’s excellent Lightning Fleet with strong single and double handed classes.

In spite of the wind conditions, everyone had a good time and is looking forward to returning in the Spring for the Open House Regatta and again next fall for a bigger and better Pocono Championship.

—Frank K. Schneider, Jr.

SUNFISH POCONO CHAMPIONSHIP
Lake Wallenpaupack
September 30, 1989 17 Boats

<table>
<thead>
<tr>
<th>Name</th>
<th>Score</th>
<th>Feltes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steve Manson</td>
<td>1.75- .75</td>
<td>2.25</td>
</tr>
<tr>
<td>Don Sensenig</td>
<td>46-2-2</td>
<td>8</td>
</tr>
<tr>
<td>Pocono Boat House (Lk Naomi)</td>
<td>3-8-3</td>
<td>14</td>
</tr>
<tr>
<td>Charles Knapp</td>
<td>6-3-5</td>
<td>14</td>
</tr>
<tr>
<td>Mark Weider</td>
<td>2-6-7</td>
<td>15</td>
</tr>
<tr>
<td>Ted Straight</td>
<td>4-5-9</td>
<td>18</td>
</tr>
<tr>
<td>Quaker Y.C.</td>
<td>8-9-4</td>
<td>21</td>
</tr>
<tr>
<td>MT. Lakes Sailing Assn.</td>
<td>11-4-12</td>
<td>27</td>
</tr>
<tr>
<td>Belfort Yacht Club</td>
<td>9-14-6</td>
<td>29</td>
</tr>
<tr>
<td>Jim Carson</td>
<td>9-14-6</td>
<td>29</td>
</tr>
<tr>
<td>Metedeconnk River Y.C.</td>
<td>13-10-8</td>
<td>311</td>
</tr>
<tr>
<td>George Anderson</td>
<td>7-13-11</td>
<td>311</td>
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<tr>
<td>Whitestone Y.C.</td>
<td>10-12-10</td>
<td>32</td>
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14TH ANNUAL PECONIC BAY CHAMPIONSHIP
Sail Date: September 23, 1989

<table>
<thead>
<tr>
<th>Name</th>
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<tbody>
<tr>
<td>1. Sullivan</td>
<td>3-3</td>
<td>6</td>
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<tr>
<td>Southold Yacht Club</td>
<td>5-1</td>
<td>6.75</td>
</tr>
<tr>
<td>2. B. Colombo</td>
<td>5-2</td>
<td>7</td>
</tr>
<tr>
<td>Mattituck Yacht Club</td>
<td>1-7</td>
<td>7.75</td>
</tr>
<tr>
<td>3. C. Savino</td>
<td>2-6</td>
<td>8</td>
</tr>
<tr>
<td>Old Cove Yacht Club</td>
<td>11-15</td>
<td>16</td>
</tr>
<tr>
<td>4. M. Lyons</td>
<td>4-4</td>
<td>8</td>
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<tr>
<td>Southold Yacht Club</td>
<td>9-8</td>
<td>17</td>
</tr>
<tr>
<td>5. S. Norris</td>
<td>10-10</td>
<td>20</td>
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<tr>
<td>Southold Yacht Club</td>
<td>7-14</td>
<td>21</td>
</tr>
<tr>
<td>6. A. Manz</td>
<td>8-13</td>
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<table>
<thead>
<tr>
<th>Name</th>
<th>Score</th>
<th>Feltes</th>
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<tr>
<td>7. B. Agnetta</td>
<td>11-15</td>
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<tr>
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<td>8. J. Grinell</td>
<td>10-10</td>
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<tr>
<td>Old Cove Yacht Club</td>
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<td>9. D. Corigan</td>
<td>8-13</td>
<td>21</td>
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<tr>
<td>Mattituck Yacht Club</td>
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<td>20</td>
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<tr>
<td>10. E. Norris</td>
<td>7-14</td>
<td>21</td>
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SUNFISH FALL REGATTA
Willow Bank Yacht Club
Cazenovia, N.Y.
Sept. 9, 1989 Wind 5-15 20 boats

<table>
<thead>
<tr>
<th>Name</th>
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</tr>
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<tbody>
<tr>
<td>1. Steve Eckert</td>
<td>3-3</td>
<td>6</td>
</tr>
<tr>
<td>2. Jack Howell</td>
<td>5-1</td>
<td>6.75</td>
</tr>
<tr>
<td>3. Eric Bollar</td>
<td>5-2</td>
<td>7</td>
</tr>
<tr>
<td>4. B. Colombo</td>
<td>2-6</td>
<td>8</td>
</tr>
<tr>
<td>5. Mark Weider</td>
<td>11-15</td>
<td>16</td>
</tr>
<tr>
<td>6. Steve Bard</td>
<td>9-8</td>
<td>17</td>
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<tr>
<td>7. Jack Rutz</td>
<td>10-10</td>
<td>20</td>
</tr>
<tr>
<td>8. Mark Rosenkranz</td>
<td>7-14</td>
<td>21</td>
</tr>
<tr>
<td>9. Joan Kirschneiber</td>
<td>9-8</td>
<td>17</td>
</tr>
<tr>
<td>10. Jim Dodd</td>
<td>10-10</td>
<td>20</td>
</tr>
<tr>
<td>11. Brian Grills</td>
<td>7-14</td>
<td>21</td>
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<tr>
<td>12. Ed Miller</td>
<td>9-8</td>
<td>17</td>
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<tr>
<td>13. Brian Dodd</td>
<td>10-10</td>
<td>20</td>
</tr>
<tr>
<td>14. Mark Rosenkranz</td>
<td>7-14</td>
<td>21</td>
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<tr>
<td>15. Anne Keith</td>
<td>10-10</td>
<td>20</td>
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<tr>
<td>16. Debbie Alway</td>
<td>7-14</td>
<td>21</td>
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<td>17. John Kirschneiber</td>
<td>9-8</td>
<td>17</td>
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<td>18. Bruce Campbell</td>
<td>7-14</td>
<td>21</td>
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<tr>
<td>19. Keri Klockowski</td>
<td>9-8</td>
<td>17</td>
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<tr>
<td>20. John Giroto</td>
<td>7-14</td>
<td>21</td>
</tr>
</tbody>
</table>
GOODTIMES REGATTA — 1989
—Photos by John O. Holmberg

The Winners are: (back row L-R) Jack Sengstacken, Georgetown, SC, 1st Overall; Hal Storey, Camden, SC, 3rd Overall; Arthur Deacon, Lake Wylie, 1st Masters; John Pardus, Columbia, SC, 2nd Overall; (front) Zoe Dommel, Lugoff, 1st Ladies; Chris Blundy, Columbia, SC, 1st Juniors; and Andrew Swan, Mt. Pleasant, SC, 1st Novice.

Congestion at the windward mark, with all rounding untouched.

Jack Sengstacken, 1st Overall, and Arthur Deacon, 1st Masters, had a good-time at The Second Southeast Sunfish Goodtimes Regatta.

1989 TURKEY TROT REGATTA

Sailors were greeted with 25 to 30 knot winds and 3 to 4 foot waves at Sea Cliff’s Turkey Trot Regatta. The weather was a typical Sea Cliff winter northwester except for the temperature which was an unusually warm 40 to 50 degrees. The races were held on November 18th, the Saturday before Thanksgiving.

Melissa Shepstone, the winner of the past two Turkey trot regattas, was unable to sail because of a bad back, so she handled the race committee duties.

While many of the sailors were testing the self rescuing capability of the Sunfish, the leaders were keeping upright and demonstrating their high velocity planning techniques. In the large closely spaced waves the occasional submarine ride was inevitable.

One of the observations made was that with the new North sail the Jena rig is a must in this kind of breeze. Without it, the leach is too tight and the resulting weather helm makes the boat unmanageable upwind.

Except when they each did a 720, Steve Shepstone and Fred Abels led the fleet around the course. Coming into the last race Fred had to put two boats between himself and Steve to win the regatta, but Steve stuck to Fred like glue so no boats got between them.

After the sailing the contestants warmed up with some hot chili, which shortly followed with some cold beers. The top five skippers received turkeys as prizes, a Turkey Trot tradition.

<table>
<thead>
<tr>
<th>FINISHES</th>
<th>POINTS</th>
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<tbody>
<tr>
<td>1. Steve Shepstone</td>
<td>3-1-1-1-2</td>
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<tr>
<td>2. Fred Abels</td>
<td>1-3-2-2-1</td>
</tr>
<tr>
<td>3. Doug Brown</td>
<td>2-2-3-3-3</td>
</tr>
<tr>
<td>4. Brian Weeks</td>
<td>4-4-6-5-4</td>
</tr>
<tr>
<td>5. Neil Glassberg</td>
<td>5-DNF-4-4-5</td>
</tr>
<tr>
<td>6. John Deason</td>
<td>DNS-5-6-6-7</td>
</tr>
<tr>
<td>7. Ann Kochendorfer</td>
<td>8-9-8-7-6</td>
</tr>
<tr>
<td>8. Jim Freebody</td>
<td>7-8-7-6-DNS</td>
</tr>
<tr>
<td>9. Steve Taylor</td>
<td>6-DNF-DNS-DNS</td>
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<tr>
<td>10. Todd Mudge</td>
<td>9-7-DNS-DNS-DNS</td>
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<tr>
<td>11. Jack Kunz</td>
<td>10-DNS-DNS-DNS</td>
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</tbody>
</table>
28th Sunfish North American Championships

The Sayville Yacht Club and the United States Sunfish Class Association invite you to participate in the 28th Sunfish Championship, August 4th through August 10th, 1990 on Great South Bay, Blue Point, Long Island, N.Y.

GENERAL INFORMATION: The championships are sponsored by the Sayville Yacht Club (SYC) and its regatta committee. The regatta is a qualifier for the Sunfish Worlds and is raced to determine a North American Champion and a Junior North American champion. The club is situated on Great South Bay in Blue Point, Long Island, N.Y. The Great South Bay is the body of water on the south shore of Long Island between the barrier beach (Fire Island) and Long Island. The winds are steady and range in the 12 to 18 knot range. The spring issue of Windward Leg contains an article describing the winds and sailing at SYC. Sunfish are launched directly from the sand beach in front of the clubhouse.

PRELIMINARY SCHEDULE: Advance Registration will be taken by mail with a lower fee assessed through June 15th. Registration will take place at SYC clubhouse on Saturday August 4th from 0900 to 1700 and on Sunday August 5th from 0900 to 1200. Opening ceremonies take place on Sunday August 5th at noon followed by one practice race and an evening "Welcome Bash" dinner with entertainment. The Junior North American Championship and the North American qualifiers will be Monday August 6th and Tuesday, August 7th. There will be three races each day. The Junior North American Awards Banquet will be held Tuesday evening. The North American Championship will begin Wednesday, August 8th. There will be three races Wednesday, August 8th and Thursday August 9th. Two races will be held Friday August 10th. The North American Championship Awards Banquet will be held Friday, August 10th. Throughout the week, racing will take place on two triangular courses.

AWARDS: Ten trophies will be given in each category: Juniors, Championship, and Founders.

ENTRY FEE: The entry fee is $165 (U.S.) if paid by June 15th (advance registration). The registration fee after June 15th will be $185 (U.S.). The fee includes registration, breakfast 6 days (Aug. 5th-10th), Welcoming Dinner, Aug. 5th, After race blast Aug. 6th, JRNA Banquet Aug. 7th, BBQ Aug. 8th, Championship Banquet Aug. 10th, and a participation keeper. "Racing only" fees will be $117 before June 15th and $125 after. Breakfast & keepers are included in the "Racing Only" fees. All functions and meals for guests are $65 before June 15th and $78 after. Individual event tickets will be sold during registration if available. Lunches are for sale each race day or by the week from the SYC women's committee.

REGISTRATION: Skippers may advance register for the Championships by detaching and returning the completed entry form with payment in full by check or money order made payable to the Sunfish Class Association invite you to participate in the 28th Sunfish Championship, August 4th through August 10th, 1990 on Great South Bay, Blue Point, Long Island, N.Y.

ACCOMMODATIONS: Limited camping will be allowed on the grounds of the club. Camp sites will be issued in the order of receipt of registration. A fee of $25 will be assessed for the week to defray the cost of security and the 24 hr use of the facilities.

GUESTS: Guests may purchase tickets to all functions with advance registration or at the club on an as available basis at the final registration desk. A limited number of spectator boats will be available.

MISCELLANEOUS: Sayville Yacht club is a private club and as such the purchase of alcoholic beverages at the club's bar will be restricted to members and registered guests who are 21 years of age and over. Positively no alcoholic beverages will be allowed on the club grounds that are purchased elsewhere. Competitors may be dismissed from the competition if found in violation of this rule.

For additional information contact:
Paul J. Patin, Regatta Chairman, 40 Bergen Ln., Blue Point, N.Y. 11715. (H) 516-363-9069, (W) 516-242-4300.
NORTHERN MID-WINTER SUNFISH CHAMPIONSHIPS
Barrington Yacht Club, R.I.
December 2 & 3, 1989 10 boats

1. Ed Adams Newport, R.I. 38.75
2. L. Guck URLI/Barrington 42
3. J. Hockeisen Newport, R.I. 43
4. K. Coghill Cumberland, R.I. 55.75
5. C. Allen Wickford, R.I. 60
6. L. Ruby Braintree, Mass. 92.75
7. S. O’Connor Little Compton, R.I. 95
8. F. Goetz Barrington, R.I. 109
9. J. Hayden E. Greenwich, R.I. 118
10. C. Donahue Brigantine, N.J. 120.75

Event sailed in 20-30 knots. Temps in the high 20’s to low 30’s. True frostbite conditions. Several boats retired due to mast and spar failures due to wind and sea conditions.

— John Hause, Barrington Frostbite Association

LAKE GLENDALE SAILING CLUB
Patton, Pa.

August 13, 1989 26 Boats

1. Bill Park State College, PA 6-1-4-1 12
2. Don Bergman State College, PA 2-2-11-3 18
3. The Hale State College, PA 1-17-1-2 21
4. Gerry Brandt Pittsburgh, PA 13-6-3-6 29
5. Mike Dunham State College, PA 9-4-10-7 30
6. Jim Bryan Williamsport, PA 3-16-8-4 31
7. Bob Passow State College, PA 4-7-7-DNF 34
8. Dick Mascolo State College, PA 15-5-9-6 37
9. Gretchen Witt Altoona, PA 5-12-19-6 42
10. Gary Johnson Altoona, PA 19-13-2-12 46
11. Chrissy Evansic Gracetown, PA 14-11-14-10 49
12. David Stone State College, PA 17-5-12-14 49
13. Paul Blayton State College, PA 11-23-5-11 50
14. Ken Greene Latrobe, PA 7-10-6-15-7 50
15. Cathy Evansic Gracetown, PA 12-9-20-13 54
16. Mary Park Koppell Cinnaminson, NJ 8-21-15-DNF 60
17. Mike Balzer Cogan Station, PA 22-14-17-9 64
18. Fred Wedder State College, PA 18-3-DNF-DNS 64
19. Carol Park State College, PA 16-18-DNS 65
20. Mike Koppell York, PA 10-19-23-DNF 68
24. Karl Kretcher 23-22-24-DNF 85
25. Gene Rice Endersburg, PA 26-24-21-DNF 87
26. Lucy Kinski York, PA 24-25-DNF-DNS 91

REGATTA COMMITTEE From Left: Dockmaster- Charlotte Dunham, Race Committee Chairman- Robert Dunham, Refreshments - Sue Mascolo, Regatta Chairman - Dick Mascolo, Registration Chairman & Present Commodore Jim Rhodes,

—Photo by Dick Mascolo’s Camera

GREAT PUMPKIN REGATTA
October 28, 1989 29 boats

1. Barb Fox Wilmette, IL 5-4-2-(5)-3-3 17
2. Jean Bergman Northbrook, IL 4-6-4-2-(9)-0 18
3. Chris Lowe Lake Forest, IL (DN)-1-8-6-5-5 24.75
4. Paul Wood Mt. Prospect, IL 2-7-(11)-3-7-6 25
5. Mike Scriver Wolverine Lake, MI 6-(9)-5-7-9-2 29
6. Dan Feldman Highland Park, IL 9-5-(12)-11-8-7 38
7. Andy Hotchkiss Winnetka, IL 8-12-10-(23)-8-10 48
9. Gail Turluck Chicago, IL 17-8-7-9-15-(19) 56
10. Doug Moline Wilmette, IL 10-10-6-18-13-DN 57
11. Tom Katterhenrich New Knoxville, OH 11-22-16-8-12-16 63
12. Larry Smith Northbrook, IL 13-(19)-13-16-10-17 69
15. Don Anderson Barrington, IL 14-12(25)-14-14-20 74
16. Dave Fritch Moline, IL 20-20-14-10-(25)-15 79
17. Dale Harden Golfview Hills, IL 15-14-(22)-21-18-11 79
18. Dave Haufe Golfview Hills, IL 16-18-(20)-17-19-18 88
19. Mel Smith Park Ridge, IL 19-17-9-22-(34)-24 91
21. Bill Haggerty Prospect, IL 22-21-(27)-20-20 95
23. Steve Sriftar Golfview Hills, IL 11-(22)-16-8-12-16 106
24. Colley McMenamin Kinniworth, IL 24-20-28-25-(DN)-22 125
25. Kathyn Thomas Buffalo Grove, IL 23-(28)-24-26-26-27 126
26. Terry Daugherty Hinsdale, IL 24-25-26-(28)-27-28 130
27. Betty Heeron Golfview Hills, IL 25-(29)-29-27-28-23 152

1989 JOHNSON'S SLOUGH HALLOWEEN REGATTA
October 28, 1989 29 boats

1. Bob Findlay Glencoe, IL Finishes 1-3-1-(4)-1-1 Total Points 8
2. Don Bergman Northbrook, IL 3-2-3-1-(4)-4 12.75
3. Bob Scriver Johnson’s Slough, IL 6-(9)-5-7-9-2 29
4. Chris Lowe Lake Forest, IL (DN)-1-8-6-5-5 24.75
5. Paul Wood Mt. Prospect, IL 2-7-DN-3-7-6 25
7. Gail Turluck Chicago, IL 17-8-7-9-15-(19) 56
8. Doug Moline Wilmette, IL 10-10-6-18-13-0 57
9. Tom Katterhenrich New Knoxville, OH 11-22-16-8-12-16 63
10. Larry Smith Northbrook, IL 13-(19)-13-16-10-17 69
12. Bill Haggerty Hinsdale, IL 12-15-19-12-DN 74
13. Don Anderson Barrington, IL 14-12-25-14-14-20 74
14. Dave Fritch Moline, IL 20-20-14-10-(25)-15 79
15. Dale Harden Golfview Hills, IL 15-14-22-21-18-11 79
17. Mel Smith Park Ridge, IL 19-17-9-22-(34)-24 91
18. Jim Keennon Algonquin, IL 20-19-21-DN 93
19. Bill Haggerty Prospect, IL 22-21-(27)-20-20 95
21. Steve Sriftar Golfview Hills, IL 11-(22)-16-8-12-16 106
22. Colley McMenamin Kinniworth, IL 24-20-28-25-(DN)-22 125
23. Kathyn Thomas Buffalo Grove, IL 23-(28)-24-26-26-27 126
24. Terry Daugherty Hinsdale, IL 24-25-26-(28)-27-28 130

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Classifieds

SUNFISH CANVAS BOAT COVERS—VERY AMPLE, $135.00. SPAR AND MAST BAGS $69.95. AUTOGRAPHED BOOKS BY DERRICK FRIES—"SUCCESSFUL SUNFISH RACING" $15.00 and "SINGHANDED RACING" $12.00. (Non U.S. residents add $3.00). N.A. and World champion tells how to place well in racing and offers high performance technique to singlehanded competitors. Send check to: Margaret Beadle, 3782 Covert, Pontiac, MI 48054. (MI residents, add 4% tax.)

USED SAILS WANTED FOR BLOWN OUTS: Not good enough for racing, but too good to throw away. Looking to buy blown out, slightly torn, or damaged (but not rotten) Sunfish and Laser sails. Write or call: G & T Enterprises, 36 Tyler Street, Sparta, New Jersey 07871, (201) 729-7453. LOOK FOR OUR AD IN THIS ISSUE AND THE CENTERFOLD IN THE SUMMER '89 ISSUE.

UNIQUE GIFTS—BLOWN OUTS: Shorts custom made from your sails or ours. Write or call: G & T Enterprises, 36 Tyler Street, Sparta, New Jersey 07871, (201) 729-7453. LOOK FOR OUR AD IN THIS ISSUE AND THE CENTERFOLD IN THE SUMMER '89 ISSUE OF THE WINDWARD LEG.

DINGLE DANGLE: A wind direction indicator for your Sunfish. Easily attaches to the gaff and is sure to improve your performance in light and heavy air. Just $10.00 including S&H, or get together with a friend and order two for $15.00 from Jim Uroda, 113 Talisman, Lake Jackson, TX 77566. In addition, you can keep your main sheet from catching your hat or life jacket with my snap-on SHEET HANGERS. Order a pair for $5.00. Try my latest, a snap-on TILLER TENDER. Besides a super cruising device, it can aid the beginner and middle of the fleet sailor in learning more about trimming the Sunfish. Once you use it, you won’t leave the dock without it. Just $13.00, but, I need to know if you have the old tiller, or the new hull design. Stretch cord colors are white, red, blue, green, or black. Other products that are almost ready are a lockable fiberglass cockpit cover, and, a centerboard snubber. Please write for info on these.

ANNOUNCEMENTS

NOTICE: Former North American Champion, Scott Kyle, will be holding a Sunfish Clinic for Juniors at the Sayville Yacht Club before the 1990 North Americans. More details will be in the next issue.

LOST KEYS: I found a set of keys under the passenger seat of my Datsun. There are 7 keys (house, car, etc.) on a Hedlund’s keychain (Wilmette North Americans in 1983). I don’t know how long the keys have been under the seat — maybe a few years. If you think they are yours and would like them back, call Lee Parks, 401/849-9200 days or 401/841-5252 evenings.

TERRY BEADLE has a new work number, (313) 853-0705 and FAX: (313) 853-0707.

United States Sunfish Class Association
P.O. Box 128
Drayton Plains, Michigan 48020

ADDRESS CORRECTION REQUESTED

Have you paid your 1990 dues yet?

SUBSCRIPTION EXPIRATION NOTICE

Membership is for calendar year. To renew your membership, on a sheet of paper write your name, mailing address, home phone, work phone, Fleet number, Fleet location, and sail number, enclose it with your check for $25 payable to USSCA, and send it to United States Sunfish Class Association, P.O. Box 128, Drayton Plains, MI 48020.

NOTICE

For those who have not paid your 1990 dues, this will be your last issue of Windward Leg. Please renew your membership today.

NOTICE: — Bob “Rapid” and Donna Butner, our class historians, would like memorabilia from past N.A.’s, World’s, Regionals and local regattas. It most likely will have been used by you but that does not matter. Your junk is their treasure! Please mail directly to them. Their address is: Oak and Line Rd., Plymouth, MA 02360. They would like to fill their basement. You may see your old T-shirts at the north Americans in Sayville, NY this summer hanging from an old sheet line.

1990 North American Charters. For further information, call Bellpat Marine and ask for Ed or Sally. 516-296-8368.