BOB FINDLAY WINS TOP HONORS AT MIDWINTERS

By Vicki Bremer

Who said nice guys always finish last? Wait a minute...wait a minute. Am I talking about THE Bob Findlay whom we all know and love? Well, I for one don’t believe everything I heard about someone who gets three bullets in a 7-race regatta with 102 other Sunfish champions on the line. He’s hard to beat on the race course, especially in medium light to light conditions. But attorney general he’ll never make — not with his under-the-regatta-tent tactics of ignoring child labor laws by hiring a junior Sunfisher for $5 to put away his boat for the night. And he got the $5 from a passer-by. So we’ll make him president instead. Bob did get the official dunking he deserved after the awards ceremony where he was presented with the first place award, a tradition that will continue. Do we dare ask Bob if one of his prizes really fit?

Always in the top of the fleet is another nice guy who doesn’t finish last — Rod Koch, who consistently did well enough to earn second place. Nancy Haberland didn’t make Rod’s job easy with a third place finish overall which also won her the 1st female award. She did not receive the same prizes as Bob, however. Eighth place overall and top Masters finisher was Larry Suter who showed all those youngsters that qualifying to be a Master takes skill, patience, and stamina. And maybe folks like the top junior sailor (with a 23rd overall), Chip Clifton, will grow up to be a Master someday too. If he’s anything like his Mom and Dad, he’ll be a tough competitor at any age.

Not all the fun took place out in a Sunfish on the unseasonably calm bay. There was the infamous paddlewheel cruise around Sarasota Bay on Friday night where several Sunfishers came close to being thrown in the brig. Now who could’ve been

BERGMAN IS ’92 INTERNATIONAL MASTER IN KEY WEST

By Vicki Bremer

OK, OK...so I lied about my age to be able to race with the best of the best. (And if you believe that, I’ve got a 230 pound fast Sunfish for sale...) The part about racing with the best of the best is true. And Don Bergman sure showed his stuff out there on Sea Plane Basin off the Naval Air Station in Key West, FL, where we sailed three heavy-air races on a modified Olympic course. Don did it ‘bestest and fastest’ but not without a tough fight from Charlie Clifton and Harry League who also managed to master (pun intended) the heavy air, chop, and salt spray in the eyes. That was some wild and crazy sailing with no shortening of the course and with no more than a five-minute break between races. But the Masters are tough, mean and experienced and were able to breeze through the day’s tough competition with nary a scratch — maybe with a few bruised egos and soggy clothes.

After standing in line at the Naval Air Station guard shack to get checked in the first day of registration, however, we weren’t sure we’d finish up with the governmental red tape in time for any racing. You would have thought we were seeking a Top Secret clearance for skippering a nuclear submarine. (Little did I know that my Sunfish would occasionally act like a submarine in that heavy air. Yikes!) I know the experienced Sunfishers carry an aura of confidence and know-how with them, but to think we needed all that special treatment? Maybe I’m confused and we were given the third degree because we looked and acted like a bunch of hooligans. Regardless, we were allowed on base after proving ownership of cars, boats, trailers, and insurance. Phew! At least they didn’t ask for my age and weight.

I gladly would have told them anything they wanted to know if it had meant we could have avoided the heavy air storm that hit us the night after the first day’s racing.
Midwinters continued

responsible for the captain announcing, "We don't need your help in docking the boat, thank you, and whoever unscrewed the light bulbs, please put them back." Although the intent of the cruise was to keep a bunch of Sunfishers amused during the off-hours, a difficult task at best, it was seen not to have worked for many who were begging the captain to take us back to shore. At one point Zane (wild 'n crazy) Yoder went up to the captain and said, "We won't be bad anymore if you take us back to shore now, sir." And when junior Sunfisher Bruce Mahoney asked the captain how fast the boat could move, the captain never increased the speed and didn't turn us around for home port either. He said, "I'm being paid to take you out for two hours and you'll stay out for two hours." The group at the club has desperately needed some quiet time on shore that night.

If anyone had told me that putting away 103 boats every day after racing could be relatively painless, I wouldn't have believed them. But what do I know? I didn't know that people would be so cooperative, helpful, friendly, and energetic after a day of hard racing. Zip, zip, zip and the boats were lined up, rinsed down, and tucked away for the night. I did witness someone's rudder being crunched as the dough wheel caught it, but within ten minutes the person steering the boat was back with a new rudder. That's what Sunfishers are about. And that's why Sunfishers are the champions of sailboat racing.

A special thanks to all those hosts and hostesses who housed the out-of-towners, and there were lots of us. A special thanks to all who worked race committee every day, especially Sam Smith who franchised antique yacht 'HECTOR' was used as the PRB (that's race talk for Principal Race Boat). And a very special thanks again to Cindy Clifton and Ursula Olson for their weeks of hard work preparing for what turned out to be the best of regattas. We could've used a little more wind occasionally, but hey...it was still great fun.

---

**SUNFISH MIDWINTERS**

Sarasota Sailing Squadron

March 5-7, 1993

**103 Boats**

**1. Bob Findlay**
Blennoce, IL

**2. Rod Koch**
St. Petersburg, FL

**3. Nancy Haberland**
Satellite Beach, FL

**4. Edward Cordero**
Eden, CT

**5. Jeff Linton**
Tampa, FL

**6. Todd Gay**
Springfield, IL

**7. May Anne Boyer**
Coconut Grove, FL

**8. Larry Suter**
Matlack, NY

**9. Charlie Clifton**
Sarasota, FL

**10. Jean Bergman**
Holland, MI

**11. Sonny De Costa**
Clearwater, FL

**12. Dick Tillman**
Merritt Island, FL

**13. Don Bergman**
Holland, MI

**14. Chuck Tanner**
Sarasota, FL

**15. Al Thompson**
Tampa, FL

**16. Gail M. Heasler**
Sarasota, FL

**17. Zane Yoder**
Daphne, AL

**18. Rob Conley**
Oconomowoc, WI

**19. Nat Philbrick**
Nantucket, MA

**20. Joel M. Fumuran**
Bellport, NY

**21. Bruce Mahoney**
Houston, TX

**22. Chip Clifton**
Sarasota, FL

**23. Ron McHenry**
Cortland, OH

**24. Andy Hodgson**
Sarasota, FL

**25. Chris Stover**
Burlington, VT

**26. Juan Carlos Fermin**
Venezuela

**27. John A. Anderen**
Charleston, SC

**28. Eric Erickson**
Enterprise, FL

**29. Tucker Thompson**
Rehoboth Beach, DE

**30. Steve Honour**
Seminole, FL

**31. James Ewing IV**
Charleston, SC

**32. Andrew Kinsey**
Cutchogue, NY

**33. Lois Bledgett**
Delray Beach, FL

**34. Mike Bowles**
Sarasota, FL

**35. Baron R. Bremer**
Jacksonville, FL

**36. Dale J. Dunston**
Redington Shores, FL

**37. Ann Beauty**
Seabrook, TX

**38. Jerry Callahan**
Belgrade Lakes, ME

**39. Lee Parks**
Newport, RI

**40. Linda Tillman**
Meritt Island, FL

**41. Alan Scharte**
West Newbury, MA

**42. Rita Steele**
Sarasota, FL

**43. Jerry Blouin**
New Orleans, LA

**44. Marianne De Costa**
Clearwater, FL

**45. Don Cochran**
Clearwater, FL

**46. Larry Cochran**
Manchester, CT

**47. Rick Clifton**
Sedgewick, ME

**48. Earl W. Gerloff**
Houston, TX

**49. Harry League**
Arlington Heights, IL

**50. Bill Windgrove**
Tampa, FL

**51. Paul Odgers**
Vernon, CT

**52. George Wilson**
Sunvalle, CA

**53. John Spray**
West Newbury, MA

**54. Mickey Southerland**
Wilmington, NC

**55. Sharon Crockett**
Beard, FL

**56. Tom Katterhenrich**
New Knoxville, OH

**57. Ray Buchanan**
Chatham, NJ

**58. Mark Weider**
Rochester, NY

**59. Paul Silvernail**
St. Petersburg, FL

**60. Bill White**
West Newbury, MA

**61. David Clement**
Sarasota, FL

**62. Kirk Palmer**
Manchester, ME

**63. Stan Woodruff**
New Baltimore, MI

**64. George Seary**
Endwell, NY

**65. Gall Rosenke**
St. Petersburg, FL

**66. Jeff Kinsinger**
Riverview, FL

**67. Jack Dreyfuss**
Miami, FL

**68. Jeff O'Connen**
Sarasota, FL

**69. Ron Pletsch**
Sarasota, FL

**70. Jack W. Aids**
Houston, TX

**71. Terry A. Beadle**
Waterford, MI

**72. Daniel Pletsch**
Sarasota, FL

**73. Lamar W. Davis**
Savannah, GA

**74. Phillip T. Sunners**
Savannah, GA

**75. Vicki Bremer**
Austin, TX

**76. Ed Kraft**
New Baltimore, MI

**77. Michael Mahoney**
Houston, TX

**78. Whit Davis**
Savannah, GA

**79. William H. Park**
State College, PA

**80. Jack Howell**
Fayetteville, NY

**81. Gall Turlock**
Chelota, MI

**82. Leslie Fisher**
St. Petersburg, FL

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_Windward Leg Spring 1993_
ISCA PRESIDENT’S MESSAGE

Dear Fellow Sailors:

As I have been honored to be selected as your international president for the next two years, I wish to thank you all for your vote of confidence. I am looking forward with eager anticipation to a successful tenure. My immediate predecessor, Alan Sharfe, has done a magnificent job in getting the Class back on a financially sound basis with help from his predecessor, new membership and SLI. I know I will be unable to carry out the duties of this office without continued support from the officers and membership - without which this Class would not be the unique organization that it is.

You will be happy to know that the 1993 Sunfish World Championships will be held in the British Virgin Islands, at the Bitter End Yacht Club, from 02 September through 09 September, 1993. I apologize for this somewhat unusual Thursday through Thursday arrangement, but this was necessitated by prior commitments of SLI. In any case, I have been in close contact with Mr. Bruce Hearn, of the yacht club, and it sounds like he has a very exciting program planned for us. I am sure this will be a memorable event; one in which those of us who are privileged to participate will not wish to miss.

In closing, I wish to extend special thanks to Larry Cochran, Paul Odegard, Lee Parks, Scott Kyle, Bruce Sutphen, and Terry and Peg Beadle, who have expended tremendous effort on behalf of the Sunfish Class over the last several years.

Sincerely yours,
Leonard K. Ruby, M.D.

AWARDS AND PROTESTS

Dear Peg,

Up here in Wisconsin, if we want to race at all, we race under the Portsmouth Yardstick. Presently, the base number for Sunfish is 1105.5. The question, “What is the rating for a Sunfish with the new racing sail?” Question #2: “Has the rating with the new board, with and without the new sail been calculated?”

Now for the big question. Scott Kyle’s article in the current Windward Leg suggests a method of rigging a boom vang that in the “olden days” was almost guaranteed to pull the cleat from the deck. Our method involved going from the cleat, through the fair lead, over the goose neck, back through the fairlead and thence to the cleat. The trick is getting three thicknesses of halyard through the fairlead.

No doubt the new boats are better reinforced under the cleat. The older ones were not.

I’m looking over our frozen lake as I write this...no time to be thinking of Sunfish, I think I’d better check my ski bindings.

Best,
Charley Requa
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INTERNATIONAL MASTER
Continued from page 1
Billy Johnson, Charlie and Cindy Clifton witnessed it all first hand while moored on Billy’s boat in Sea Plane Basin. If we had been listening to the VHF radio we would have heard the following in between lightning flashes and during the 60+ miles per hour winds that blew through, “Whoops, there goes another Sunfish.” Boing, boing, boing...about seven Sunfish were flipped upside down into the bay where some were battered against the submerged rocks (like mine) and others simply floated away. Billy and Charlie braved the heavy air in a small dinghy and collected the run-aways, while Cindy and Billy’s wife prayed that their significant others wouldn’t be blown away too. The base clocked one gust at 92 mph.

When Pat Manning and I arrived at Sea Plane Basin the next morning, Jean and Don Bergman had been busy since 3:00 A.M. trying to rescue those Sunfish close to shore. Since their tent had blown away during the night and their camping spot was knee-deep in water, they decided they might as well check on the boats. And they found disaster. After everyone did a boat check later that morning we discovered that Eric Erickson’s boat was still missing — yes, the new one he bought at the ‘92 World’s, the fast one that helped him earn a 5th place finish at this regatta and a 29th place finish at the Mid-Winters in Sarasota. After Billy and Charlie did several checks across the bay, still no Sunfish. So Eric went to the third floor bar of a hotel on the bay later that afternoon to contemplate what he was going to do about getting a boat (that’s race talk for gussling bear). And guess what he saw floating upside down in the bay? You’ve got it If you don’t count broken rudders, sprung metal rub rails, and lost center boards, all’s well that ended well. A master-sized thank you goes to Billy Johnson, Charlie and Cindy Clifton and Don and Jean Bergman for helping out in a crisis.

Other than that, nothing exciting happened...whoa jiminy. Who needs more excitement?

What a regatta! What a weekend! And what a great group of folks who made all of us feel welcome and provided us with some good racing and good food. A special thank you to Howard Crane, Paul Spurlock, Ed Ririe and their helpers who made it all happen.

1993 INTERNATIONAL MASTERS
March 12-13, 1993
Key West, FL

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Windward Leg Spring 1993

Billy Johnson, Charlie and Cindy Clifton, the boat rescue team in Key West, FL at the Int't Masters.

Photo: Peg Beadle
STEERING FAST
IN WAVES

By Paul-Jon Patin

How many times have you been sailing alongside someone and all of a sudden you slam a wave and the other boat shoots ahead a boat length? Or you're sailing downwind and someone else just seems a little faster? Well, I never underestimate the importance of sail trim or windshifts, but my guess is...that the other person probably steered better through the waves.

I believe one of the most overlooked aspects of racing is the sea condition and how it affects boat speed. Wave conditions can really torture you if you disregard their potential. Upwind, I usually estimate at least a 1/2 boat length loss for every "bad one" (give or take, depending upon the type of boat). The skipper should sit in a place where he or she can see the wave sets approaching just ahead and to windward. If that is not possible, have the crew forward call the waves for you, counting down the seconds to the approach of the bad set. There is nothing worse than sitting on the rail without a job, so you should have plenty of volunteers to call waves. In addition, I have noticed that helmspeople on big boats tend to have sharper concentration when the crew is actively involved with the conditions.

On any boat I like to see what is going on up the course and on keelboats my focus is between the waves off the bow and the wind on the headsail. Keelboats generally perform best steering up the face and down the back of the wave. The mainsheet trimmer and helmsperson should communicate frequently concerning the feel of the helm and should work together to keep the boat on its feet and in the groove through the waves.

In small boats my ideas are very similar. A helmsman must anticipate waves and have the boat powered up as they hit. I try very hard not to hit a wave with my bow at an angle sharper than 45 degrees. Steering with sails and crew weight is the most effective wave technique and greatly reduces the chances of stalling. These techniques can be perfected through practice, but first visualize the process with these fundamentals in mind:

- **Weight to windward heads the boat down**
- **Weight to leeward heads the boat up**
- **Trimming the main heads the boat up**
- **Trimming the headsail pushes the bow down**

Remember, your adjustments may only need to be subtle to stay in the groove through the waves. You should also have a thorough understanding of your one-design class rules and Rule 54 so that your actions are not misconstrued as "rocking" or "oocching".

Downwind, technique is everything. In one-designs, catching waves is essential to gain distance ahead. In Stars and J/22s, for example, the location of weight can be the difference between rolling down the wave or falling over the back. In Sunfish and Lasers, there is an angle, tipped up to windward, where the boat will just naturally roll over the hills without much effort. If there are waves, then there should be a lot to do. The way I think of it is, to head down a wave, the boat heels to windward. As the boat enters the trough, it needs to straighten up and begin to heel to leeward to ride across the trough without hitting the back of the next one. When you go to jibe, always pick a time when you're going down a wave (especially if it's windy). As you begin to bear off, again, it helps to use windward heel. Then once you jibe, flatten the boat immediately. If all goes well, you will end up riding a wave all the way through the jibe. Watch someone do this and get a wave length or two ahead right at the jibe mark.

Now imagine this scenario. You are sailing in a steady breeze. The fleet is tight and you are getting every ounce of speed you can try and break free. All of a sudden you get a 10-12 degree lift for ten seconds or so that no one else seems to get. This is exactly what it is like to take a wave down toward the mark when boats are sailing 30-35 degree angles on a run.

It always helps to visualize what you can do, within the limitations of your boat's design, and then go out and practice, concentrating solely on steering through the waves. Don't underestimate your boat and crew's potential when it comes to waves. You may be surprised at what can be achieved with practice. For me there is nothing like having superior boat speed, especially when you "catch one" that the other guy missed.

Written for Shore Sails Newsletter

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**VIDEO OF THE 1991 KODAK 21st SUNFISH WORLD CHAMPIONSHIP IN CURACAO** is now available $20.00 airmail to U.S.

The Curacao team will also be bringing a limited number of videos to the World Championship in the British Virgin Islands from 2 - 9 Sept. at the price of only $15.00 per copy.

Please send your orders and cheques stating your delivery preference (airmail to the U.S. or collection in the BVI) to Julia Smelders, C.S.S.A., Gladiolenweg 3, Curacao, Netherland, Antilles.

N.B. Only preordered and prepaid videos will be brought to the BVI.

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Windward Leg Spring 1993
JUNIOR SAILING

By Jessica Brown
Jacksonville, FL

OOPS! This article was supposed to be ready for the Fall/Winter issue of the Leg. The day I finished this article, my mom called Peg Beadle to let her know it was on its way, and Peg told her we had missed the deadline for the Fall/Winter issue of the Leg. As you read this, pretend it was November, 1992! Oh well, consider this my Fall/Winter/Spring article.

Coming up with two or three articles a year for the Leg has been a real challenge, but one I've enjoyed. Luckily, Peg Beadle has given me some ideas to write about in the past, but this time she wrote me a note which said, “can you think of anything you'd like to write about...” (The pressure's on)

Since I'm relatively new to sailing, my articles have been pretty much stories, or poems, or something from the heart, as opposed to something technical or truly informative. This article is also something from the heart and is about something very special to me.

This past Sunday, November 1, our junior sailing club here in Jacksonville, finished its season with a regatta, followed by a banquet. I'm not sure I can describe how beautiful the day was. It gives me chills when I think back on it. The St. Johns River is not always cooperative with its wind and current, but that Sunday was unbelievable. The wind was about 10 to 14 knots. It was about 83 degrees and the sun was brilliant. Our junior regatta was held in conjunction with the Halloween Regatta at the Florida Yacht Club. The Sunfish were on a course with about fifteen Lasers and about that many Thistles, although my dad, who was running the races, let the Sunfish sail a shortened course. The course was just off the Florida Yacht Club, parallel to Jacksonville Navy Air Station. That day, there was an air show at Jax Navy, so while we sailed, the Blue Angels soared overhead and the combination of the two was just too cool. It was hard to concentrate much on sailing when the Blue Angels were buzzing our masts! It was a kind of day that made you glad you were alive, glad you were sailing, and like I said, gave you chills. Not only was it a great day but I won two out of three of the Sunfish races and my sister, Lyndsey, won all of her Laser races, so we were both soaring as high as the Blue Angels! At the banquet that night, year-end awards were given to all the junior sailors based upon participation and the number of regattas won over the year. I would like to congratulate my friends, Allyson Davies and Darwin DeLaney for taking honors in our Level III Sunfish division. We three have had a great time battling it out on the waters over the year! I also want to congratulate Lyndsey on taking first place in Level IV Laser class.

The junior program Lyndsey and I have belonged to for the last three years has been our most rewarding experience, and is the “something” that is very special to me. We have met wonderful people and have learned valuable lessons. Sunday, when I was sailing my little Sunfish on that glorious day, I was reminded of all the things good in my life. I probably sound a little goofy at this point, but sailing has brought me so many happy times and so much fun that I just never want to lose that feeling. I am so happy my Dad threw Lyndsey and me into that little pram three years ago. That day changed my life and sailing is one of the best parts of it. When I see the little kids in our sailing program out there in their prams or Sunfish, it makes me smile.

Little kids grow up to be the Scott Kyles of our sport, and that is something to smile about. Speaking of Scott Kyle...I got a letter from him. He wrote me and told me how much he enjoyed one of the articles I wrote for the Leg. I was so thrilled to get a letter from him. Not only is he the best (and cutest) Sunfish sailor around, he is also a nice guy who gives so much back to the sport of sailing. I remember seeing him at Laser Nationals in Ft. Walton last year. My dad, who was sailing in Laser Nationals, spoke with him and I wanted to meet him but I was too shy. Now I'm kicking myself, wishing I had! Maybe one day we'll meet on the race course. He could wave at me as he lapped me! I'm sure I'm not the only one who looks up to Scott. He is so involved in Sunfish sailing, and his enthusiasm is catching. Not only is he a leader on the race course, but he is also a leader in the Sunfish class.

With winter coming on (and the fact that I've grown six inches since last winter) it means it's time to get a new wetsuit and get ready for Sailfest on Lake Monroe in Orlando. That's a great regatta. I drifted with the best of them last year! That was another time it was so neat to see so many Sunfish sailors in one place. Young and old alike were out there and I felt special being a part of it.

In re-reading this article, I'm trying to figure out exactly the point I hoped to make. While it's still a little unclear, I hope I have expressed how much of an asset a junior sailing program can be, how special ours has been to me, Lyndsey and my friends, and how much fun it could be for all kids out there. People like Scott Kyle as role models are a definite plus, because it is through dedication like his that we all succeed in life, not just in sailing.

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Fill in the blanks below and information will be mailed directly to your home about dates, times, places and how to register for US SAILING/Rolex Junior Championships (Sears, Bemis, Smythe) ladder events, US SAILING/Nautica Youth Championships, the US SAILING/Rolex Junior Women's Championship (Leiter), US SAILING/Rolex Junior Clinics, and many other junior sailing opportunities. Names on the list will be used only by authorized organizers of junior sailing activities and will not be used for commercial purposes.

Beginner sailors, please wait until you are ready to start racing before sending in your name.

NAME ____________________________

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Yes, put me on your mailing list! (Please check appropriate box below)

□ I am a Jr sailing program organizer.

□ I am an active junior sailor interested in racing.

Please mail or fax information to Joni Palmer, Junior Sailing consultant, 1780 Beachfield Rd. #1, Annapolis, MD 21401, phone (410) 757-9586, fax (410) 626-8423.

Windward Leg Spring 1993
COME TO THE NA'S

Island Bay Yacht Club, Springfield, Illinois, is proud to host the 1993 Sunfish North American Championship. The Regatta will be held July 10th through the 16th.

Located in the heart of Illinois, Lake Springfield is a near ideal inland lake for sailing. It is a medium sized lake that covers 4300 acres and has 57 miles of shoreline. The winds in July are highly variable from 0 to 12 knots. The one thing certain about the wind on Lake Springfield is that it is shifty. It will be a test of playing the shifts. It is also likely to be quite warm and humid at that time of year. We intend to sail the races early and avoid the afternoon heat.

The Sunfish North American Championship was last held at Island Bay in 1979. Alan Beckwith won the Championship that year. The participants at that time certainly felt that it was an excellent location for the Regatta.

We are very proud of our facility here at Island Bay. We boast of some of the finest dining in the Springfield area, with both a snack bar and a gourmet dining room. The club house has been newly remodeled, with the restrooms and shower facilities being the most recent renovation. The pool will be available for the sailors and their families. Numerous boats will be available for spectators as well.

There will be ample time available to visit the local historic sites. The only home that Lincoln ever owned is located in Springfield. The Lincoln tomb is here as well.

It is recommended that you arrange accommodations as soon as possible because July is a busy time for Springfield as a whole.

Camping on the Yacht Club grounds is prohibited by city ordinance.

A registration form is the centerfold of this Leg!

Regatta Co Chairman:
Dr. Steve Steer
Day (217) 793-0060, Eve (217) 529-2004
Todd Gay
Day (217) 787-8688, Eve (217) 529-9720

FURTHER THOUGHTS ON RACING SAILS

By Paul-Jon Patin

Considering my last experience with racing sails (i.e., Barrington NA's), I am not sure the Sunfish Class needs too many hints from this World Champion.

Then again, I can say with sincere confidence, that performance problems in Barrington were not a function of the sail. The same sail and rig was "Pretty Happy" the prior two days, winning 5 of the 6 qualifiers.

In reading this article, please keep in mind the simplicity of the boat. My best advice for Sunfish sailors experiencing, "Dearth of Speed", is to go back to the basics. If possible, recall how things were on the last good day you had racing your Sunfish. This theory seems to work for me. Certainly many of us overcomplicate the boat in our minds and when you get right down to it, you have only got a sail, hull, rudder and board. There is not (really) a whole lot of difference from one boat to the next, (except maybe in Florida). I think some people believe the boats 'mutate' down there. Perhaps from sun stroke! However, I personally do not share this belief!

Keep in mind when you look at your boat that I weigh 190 pounds and I was over 205 pounds most of '91. Don't expect intelligent discussions about a Jen's rig.

I will, however, urge anyone looking for a "clew" to read Scott Kyle's article in the '92 Summer and Fall Windward Leg. Scott and I have spent many hours on the water and my variation of Sunfish "tuning" is very similar.

Now, although I preach simplicity, I will admit that there are a few fundamental tuning subtleties of the sail which I feel are important. The sail, of course, is a very important asset, especially for us Sunfish sailors. Basically, we get only one to play with and soon, we'll all have identical boards! Who's going to miss all that perpetual pre-race sanding? NOT ME!

North racing sails are too deep and have too much draft aft in my opinion. However, they are all the same. The World's sails, for those who noticed, were fuller forward and straighter aft. I should have kept mine; it certainly wasn't slow.

For simplicity, let me outline my approach to set up these sails.

SETUP

1. Tie the head approximately 2" from the endcap. (Use a lot of duct tape to make sure that sucker doesn't break in case you have one of those special edition '92 endcaps.)
2. Use line on the first three grommets from the head or else you can blow out the clips when you flip. (I hate sailing with the clips from the head to the halyard, all open — NA's 1990 — Qualifier Race 1).
3. Use line on the grommet on each side and at the halyard. I rarely move the halyard but I'm constantly twisting the spar to align the hitch. I have yet to find a way to keep my spar straight. I always love when I turn downwind and the Cockle-Bur is sideways. I've flipped over trying to fix it on the run.
4. Use line at the first 3 grommets at the clew. You can't use duct tape on this end cap. We all proved that method doesn't work at the Worlds.

Hopefully by now we have endcaps that are sound, because adjustable out hauls are important.

The adjustment is simple. I think of it in these terms:

OUTHAUL

1. Loose > Wrinkles for Power
2. Medium > No Wrinkles
3. Tight > Tight Cunningham

Off hand, I can think of a few good tips but you all know how I can be verbose. Make sure you use enough vang to bend the spars making the sail flatter when needed. Use hiking pads when possible (for discussion another day), and last but not least "when in doubt, let it out!"

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Windward Leg Spring 1993
REPAIRING GELCOAT DAMAGE

By Larry Cochran

At the World's in Houston, I found that the new Sunfish hull is especially vulnerable to chipping and scratching on the outer rolled lip. As a matter of fact, I spent most of Saturday repairing the boat I used so I could return it without having to pay for damage. In the past, I have used white Marine Tex for such repairs but it doesn't match well and stains with time. This time I used liquid gelcoat, following the advice of Ron Frisosky, the Sunfish Rep., and Tony Elliott who is a pro at working with fiberglass and the boat came out looking like new.

Here's how you can repair gouges, chips and deep scratches anywhere on a Sunfish hull. First, obtain a half pint can of liquid gelcoat from your Sunfish dealer. Gelcoat is available from SLI in the following colors for a perfect match: aqua, yellow, warm red and two shades of white. You will also need a small amount of MEKP (Methyl Ethyl Ketone Peroxide) to use as a catalyst or hardener. If your dealer doesn't have MEKP, try another marine supply store. Clean up the damaged area with acetone and a tooth brush. Remove any loose edges of damaged gelcoat by carefully prying with a small knife. Mix a small amount of gelcoat and apply it to the damaged area, overfilling it slightly. If you are in a hurry, you can cover the area with Saran Wrap to speed up the hardening by keeping air from the gelcoat.

After the gelcoat has hardened, remove the excess with a small, fine file, being careful to not scratch the adjacent area. If used gently, the file will slide over the undamaged surface but bite into the raised gelcoat, whereas sandpaper would scratch the whole surface. When the repair is flush with the surrounding area, wet sand with 400, 600 and 1200 grit paper. For the ultimate finish, go over it with automotive rubbing compound and a final polish with tooth paste.

For the new hull with the rolled lip, adding a protective rubrail, per Para.3.1.7 of the Class Measurement Rules, is a good way to prevent damage and keep your Sunfish looking good.

CT RIVER RACE

June 5/6, 1993
Short Course To Finish At Deep River, CT

Old Saybrook Lions Club will be turning up the current, the water level, the sunshine and shortening the course to finish at Deep River, CT (past The George Castle and Good Speed Opera House). If you are interested in floating down the river Saturday/Sunday with your camping gear, two days sandwiches with your mixed or odd couple crew member for point to point lazy racing, this is your regatta.

The start is at Riverside Park, Hartford, CT, shortly after 9:00 A.M. skippers meeting. Dinner will be supplied by the Lions Club at sundown at Hurd State Park Saturday, and hot breakfast Sunday morning.

Pre-registration is required, so write to request your application form from: OLD SAYBROOK LIONS CLUB, attention: Richard Campbell, P.O. Box 21, Old Saybrook, CT 06475. The entrance fee is forecasted to be $90.00 plus $2.00 each bus rider from your car drop off point of Deep River, back to Riverside Park (7:00 A.M. Saturday).

Joel Furman
said she could not understand how so many boats were fooled by the wily tactics of the leader. George Anderson came out on top in the race and set the tone for strong finishes that would prevail for the remaining 4 races. George Anderson recorded another first in the second race with the third race going to Dr. Dick Heiml. The lead was closely contested with only 2 1/4 points separating the first three boats after three races.

Commodore Molly Murray enlisted the aid of her parents, Tom and Nancy Murray, for the Saturday night cookout. They don't sail but they sure know how to cook. Dinner included ham and all the shrimp we could eat. The clam squad of Sarah Hastings and Janice Mason kept Tom busy 'steaming up' those mussels.

Keep this crew up!!!

Sunday racing got under way in more wind and clear sky. Winds were 15 with gusts higher. Ron McHenary who took on the most ballast at the previous night's dinner was the task master for the day. With two firsts on Sunday, he scored just one point more than George Anderson. The extra point was enough to give George victory in the series and his first win of the U.S. Masters National Championship. Way to sail!!!

By the way, George must bring good weather to RBSSA. We got through the weekend without a single line squall, thunderstorm or fog bank.

Commodore Murray and Past Commodore and Lightning sailor Dave Racinie were Race Committee Chairs. The regatta was organized by Ann Kelly and Chris Whaley who had so much fun they got married a few months later. They're such dedicated Sunfishers, they visited the factory on their honeymoon.

Superb courses and lines were set and faultless regatta administration prevailed. The Race Committee properly received a thunderous round of applause from the grateful participants.

Pewter awards were given to the first five finishers overall and to the first three finishers in each of six age fleets. All participants received tee shirts and an invite to come back soon.

Windward Leg Spring 1993
WINNING IN
ONE-DESIGNS

Reviewed by Scott Graham


The title of this book should read "Winning in Sailboat Racing" because it's about much more than one-design sailing. The lessons on planning, practicing, tactics, strategy, mental and physical preparation, crew work and human relations that Perry explains so clearly in 34 self-contained chapters are applicable to all types of sailors and sailboat races.

The text is beautifully organized for pleasant reading and easy review. Dave's style is a joy to read: Clear, concise and conversational in tone. The illustrations are well done, too, complementing the text and clarifying the sometimes puzzling picture of boats on a race course. The book is arranged to be easy to come back to, but you won't want to put it down at all. This book has legs; you'll want to reread it frequently for years.

Reading Winning in One-Design is guaranteed to get your competitive juices flowing; it makes a terrific off-season review. As a holiday gift to crew members or yourself, this new edition of Dave's book is perfect. The book's new and updated materials are extensive, so even if you read the original 1984 edition, you should get a copy of the new one. Don't let the title fool you...this book is about winning, period!

ANNOUNCEMENTS

Any and all sailors interested in participating in the 1993 Sunfish World Championship as an American entry...Wild Card entries may be available later this year...If you believe you may not make the Worlds in an officially qualified manner send your name, address and phone number to: Ash Beatty, USSCA Worlds Coordinator, 4001 Nasa Rd. 1 #211, Seabrook, TX 77586. Names will be pulled out of a hat if Wild Card positions open up later this year. You must have paid both 92 and 93 dues to qualify.

All Interested Parties: US Sailing has offered the Sunfish Class two $500.00 grants to be used by sailors attending this 1993 World Championship in Virgin Gorda. These grants will be awarded on the basis of talent and financial need. You must be a member of US Sailing. Sailors who work in the marine industry are ineligible. All interested applicants should send a resume or brief personal history and a 1992 federal tax return to Brian Weeks, USSCA President, 271 River Ave., Patchogue, NY 11772. Please send applications before June 1, 1993.

OOPS!

E. Eric Johnson wrote the great story on the North Americans held in Barrington, RI in 1992. We regret the omission of his name. Thanks, Eric, for your willingness to always help out and your terrific stories.

Hurry, I'm ready for sun and water. This '93 winter is long and hard.

P. Odegard

SAIL NUMBERS

Please order your new sail numbers from THE SUNFISH OFFICE. Send a check for $12.00 made payable to USSCA to P.O. Box 300128, Drayton Plains, MI 48330. These are sticky back official 10" black cloth numbers. Help to support your Class. Make sure to include your name, address and sail number.

If you have never been a member of USSCA, a new membership is $35.00 but you are sent cloth self-adhesive numbers—registration—(a real bonus) along with Class rules & constitution booklet, membership card, racing schedule and Windward Leg.

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"WINDS OF CHANGE"

The shark that does not keep swimming will die, as I once learned in my early aspirations to be a marine biologist. Things that remain the same for too long may perish. This may all be opinion and I am not one to call for abrupt, traumatic changes, but a little shift in the way we do what has become ordinary is healthy.

I am not a great believer in developmental class structure, although it is a necessary evil. Developmental classes are expensive and traumatic changes can be dangerous to the way we do what has become ordinary is healthy.

Class structure has changed also over the years. When Alcort retired and sold the business, we took over the job of running the Class and doing all the paperwork, leg work and scheduling ourselves. This has brought on the positive structuring of the Class and I encourage everyone to get involved.

Regattas and qualification methods have changed also. Did you know the North Americans used to be a three day pre-qualification regatta? It was actually good for the diehard racers who had other regattas to go to during the year or didn’t have enough vacation. The new North American layout, however, encourages more teaching and learning, social good times and family/junior vacations.

The Sunfish Class has kept moving over the years and at the right pace. It keeps people interested, active and enjoying the sport. I encourage all members to send me their ideas and thoughts for new regattas, devices, class benefits, etc. We are now strongly considering trying to come up with a yearbook/log of photos and memorabilia. My idea is to pay for the book, we could eliminate the diehard racers who had other regattas to go to during the year or didn’t have enough vacation. The new North American layout, however, encourages more teaching and learning, social good times and family/junior vacations.

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We must control the rate of change in our own Class, but we must remember that change is also what makes things new and interesting again.

Brian Weeks, USSCA President
271 River Ave., Patchogue, NY 11772
(H) 516/447-2166 (Fax/W) 516/475-1675
PRODIGY mail #-cpw66a

**WATCH WHAT??**

Recently, Laylin Associates Limited sent us two speed devices to evaluate for use by Sunfishers. One of the devices is called "SKYWATCH" and the other is called "SPEEDWATCH". They have an ad in the Leg.

SKYWATCH is a digital device for measuring wind speed. It has a lifetime battery and is waterproof. It’s a handy little device that easy to use and accurately measures wind speed. I had several people try it at this years Midwinters and Masters in Florida. All their comments were favorable, they liked it. We also tested it at the Masters during "SUPERSTORM '93". It measured gusts in the 50's. MPH that is!!

SPEEDWATCH is a digital boat speed indicator for measuring how fast your FISH is going. It doesn't require any drilling. Unfortunately, I did not get a chance to test it neither did anyone else. It’s a nifty little device that I’m anxious to test. It too, has a digital readout and is solar powered. I questioned our Class Measurer and he said "if it isn’t specifically permitted, it’s prohibited". However, I believe it could be very helpful when tuning and training to determine what changes (sail trim, body/boat position, etc.) produce the greatest speed. Once I test it, I'll let you know what I think of it.

Terry Beadle

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Windward Leg Spring 1993

11
YES! YOU CAN RENDER ASSISTANCE

By E. Eric Johnson

Fundamental Rule A of the International Yacht Racing Rules states, "Every yacht shall render all possible assistance to any vessel or person in peril, when in a position to do so." In a single-handed boat like the Sunfish, this can be a daunting task. The usual response when a boat capsizes is to circle around the stricken vessel and wait for the crashboat to arrive. But what if the crashboat is unavailable or it's the crashboat that needs help? Then the responsibility falls back upon the racers to do what they can. Through years of racing and frostbiting in the Sunfish, Fleet 517 in Sea Cliff, NY has gotten pretty good at rescuing ourselves and our equipment. The results of our experimenting formed the basis for this article.

INITIAL DECISION

The very first thing that you must do when you come upon a capsized boat is to determine if the skipper can sail the boat once it is righted. Talk to the skipper to see if assistance is desired and look at their condition.

RESCUING THE CREW

Being in the water too long can cause hypothermia which will render the skipper unable to pull themselves out of the water or sail their boat. At this point you need to recognize that the skipper needs to get to shelter as soon as possible. Shelter can be ashore or a Race Committee boat, whichever is faster to get to. The first step is to pull them out of the water and onto your boat. With its low freeboard, the Sunfish is ideal for this. Maneuver just upwind of the skipper, run the mainsheet all the way out, and pull the rudder out of the water. Then heel the boat towards the skipper and get hold of them. Move your weight to the opposite side of the boat as you pull them aboard to keep the boat stable. Once on board, check the skipper again. If you think they look bad, sail them to shore immediately. To sail a racing rigged Sunfish with an extra person on board, lay the skipper face-up over the daggerboard and have them hang onto the splashrail. Their feet may drag in the water, but you will be able to sail upwind and steer.

RESCUING AN UN-MANNED SUNFISH

If the boat is drifting along because the skipper has been taken off, the rescue is relatively easy. Take the end of your main halyard and thread it through your bow handle. Sail up from leeward to the bow of the capsized boat and tie the halyard end on to the capsized boat’s bow handle. Run your mainsheet full out and pull your rudder out of the water. Your boat will now swing away to leeward allowing you to swim around to the windward side of the capsized boat and right it. When the boat comes up it will usually move forward and lay alongside your boat. Next drop the righted boat’s rig, pull the rudder and daggerboard out, and lead their mainsheet or halyard forward through the bowhandle. Tie the line on to your mainsheet bridle for towing back to shore.

RESCUING A MANNED SUNFISH

If the skipper insists on or appears to be able to sail their boat but is having trouble righting it, you can help them get the boat back up. When a boat has turtled, the hardest time is to start the boat righting from the inverted position. Sail up to the leeward side of the turtled boat, and grab onto their boat. Pull your daggerboard out of the well and make sure that your sail is running free. Lift up the leeward rail while the skipper is leaning out on the daggerboard to windward. Grab the bottom of the upper spar where it joins the boom when it gets near the surface. Then work your way up the spar—hand over hand. This will result in you pushing your boat to leeward as the turtled boat comes up. Push yourself off to leeward as the sail breaks water and you can run your hand down the leach of the sail to keep pushing yourself away until the boom comes up and clears the water. If the skipper is tired or will have trouble getting back in the boat, you can grab the boom as it comes up and work your way down the boom to pull the boats together. You can now stabilize the righted boat and reach across to help the skipper get back on board.

If the other boat is only broached and is having trouble breaking the sail out of the water, then the following steps are used. Sail up from leeward to the top of the spar, grab it, and then pull your daggerboard out. Call to the skipper that you are about to lift, and then lift the spar up and dump the water out of the sail. As the spar raises up, be sure to be ready to push yourself downwind and away from the righting boat.

TOWING

Towing another boat with a Sunfish can be an ungainly operation. Beating to windward will not generate enough power to move the boats. At the Frostbite Midwinters I discovered that towing dead downwind can quickly cause the rescuer to death roll. So you want to sail no higher than a close reach and no lower than a broad reach. You will have better success if you tow as light a boat as possible. Transfer the crew to your boat and then tie the tow line on to your mainsheet bridle. Plan your course carefully because it will be very difficult to alter the course of the two boats once the tow line tightens. You will probably not be able to pull a boat away from a lee shore, but you can pull it to a position where it will go aground on the softest shore available.

FILING FOR REDRESS

IYRU Rule 69 (b) allows a yacht that has rendered assistance to file for Redress. The most common redress awarded by the Jury in an International Yacht Racing Rule A case is for the requesting yacht to be scored the average of its points for the event as its score for that race. This works well in multiple race events with a throwout when you are sailing in the middle of the fleet. But if you were in the lead, this decision can be an actual penalty. So when you go to render assistance, always note the sail numbers of the boats around you. After the race ask the people who were sailing near you to testify on your behalf, they usually are quite glad to. Then go to the Jury with a clear idea of exactly where you were on the course, and the evidence to back it up. You will find that most Juries will be quite appreciative and will render a fair decision.

Rendering assistance is a personal decision. You have to determine if you can help and how. If you don’t feel capable of the actions described in this article, you can do something as simple and important as asking a Race Committee Boat to point out where the capsized boat is. You can also help reward the people who go out of their way to help others by testifying on their behalf at the Redress Hearing. Having capsized on more than one windy day, just knowing that someone is standing by me as I try to right my boat qualifies as rendering assistance to me.

Author switching boats with Jon Cummins to put on a Jens Rig during the NA qualifiers.
THE WORKBENCH
A COLUMN ON IDEAS AND UPKEEP
By B. Weeks

SPAR WORK FOR THE RACING SUNFISH

Most breakdowns that occur in Sunfish races, major or minor, have something to do with the spars of the boat. To prevent this, all you have to do is some simple maintenance, keep your spar inventory updated and put on the most up to dateouthaul and cunningham devices. I will try to explain all of these things in this column.

If you're looking for guarantees (there is no such thing), the closest you can get is to buy a new mast and spars every four years, although 99% of the time, this is where they break. Check the spar cap for wear, indicating on the finish line), is greatly extended. After breaking a mast, the closest you can get is a brand new one can break as easily as a twenty year old one. You should inspect the casting from time to time and it helps to tape the boom where your common gooseneck sites are located on the boom. This will help avoid wear, electrolysis, and the off-season bonding of metals.

Lastly, make sure your knot for the halyard is a good one. Brand new line, even prestretch, can be slippery and tend to come undone. Make sure your half hitches are good ones, and it helps to use electrical tape to stop slipping (tape above and below the knot position) and possibly to tape the halyard knot in place.

By following these rigging instructions, the breakdown prevention ideas that I recommend and some simple maintenance, you should reduce the chances of breakdown and increase your boat speed on the race course.

ANNUAL CLASS MEETING

The Annual Class meeting will be held at the North Americans in Springfield, IL during the week of July 11-18, 1993.

DAGGERBOARD NEWS

Sunfish Laser, Inc. has informed us that the new daggerboard of new plastic material of some sort will not be available until the middle of summer. The earliest possibility would be June 15th.

We expect that the committee at the North Americans will not allow them to be used due to the late availability in 1993. So, tune up your old or new wooden daggerboard to use in Springfield, IL.
**REGIONS**

1992 NY REGIONAL
Rochester Yacht Club on Lake Ontario
July 11-12, 1992

1. Mark Weider
Rochester, NY
5-2-1-3
10

2. Doug Kaukelien
Lakeville, NY
1-1-2-6-1-3
14.25

3. Dave Davies
Middletown, NY
12-3-3-2-2-2
31

4. Mike Forth
Webster, NY
4-4-4-4-7
31

5. Chip Bayer
Rochester, NY
3-6-3-3-6-5
35

6. Mark Rosenkrantz
5-8-7-8-7-4
47

7. George Seary
Endwell, NY
5-5-5-6-9-9
50

8. Mark Fast
Rochester, NY
6-6-5-5-11-11
53

9. Joe Kaukelien
Rochester, NY
10-5-10-8-8-6
57

10. Charlie Knopp
Bear Creek, PA
7-10-11-9-11-7-8
63

11. Alan Gloz
Cazenovia, NY
11-11-9-11-10-12-12
76

12. Jack Howell
Lakeville, NY
9-12-12-DNS-DNS-10-10
81

13. Michael Lester
NY, N. Syracuse, NY
DNS-DNS-DNS
98

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**MID-ATLANTIC REGIONAL CHAMPIONSHIP**

The Mid-Atlantic Regional Championship was hosted by Green Pond Yacht Club, Green Pond, New Jersey on October 4th and 5th, 1992. The first day, 52 sailors saw heavy winds, with lightweight Derek PA Jackson taking the early lead.

Steve Manson, Courtney Young and Don Sensenig were locked in a three way battle for second. Day 2 brought lighter air, and consistent sailing from Steve Manson moved him to the top. Special thanks to Bob Griswold, George Sloan and the many volunteers who made this Mid-Atlantic so successful.

1. Steve Manson
Rockaway, NJ
(8)-5-2-1-2-4
14.5

2. Courtney Young
5-2-1-3
17.75

3. Don Sensenig
Monroe, NJ
3-1-8-2-5-5-5
20.75

4. Derek Jackson
Mountain Lake, NJ
1-4-4-4-7-21
22.75

5. Bob Griswold
Green Pond, NJ
4-6-5-8-5-3
23.75

6. Poby Selfert
Philadelphia, PA
11-6-9-4-6-1-2
29.75

7. Malcolm Dickinson
New Haven, CT
2-3-10-2-3-20-9
33

8. Dave Davies
Middletown, NY
3-9-6-7-10-15-8
43

9. George Anderson
Doylestown, PA
15-9-17-22-7-6-6
60

10. Larry Poley
Allendale, NJ
8-10-11-15-13-4-7
63

11. Charlie Knopp
Bear Creek, PA
18-13-9-9-11-12
72

12. George Seary
Endwell, NY
13-12-16-21-16-14-8
84

13. Tom Alline
12-DNF-7-19-23-9-15
85

14. Jaro Massock
Mountain Lake, NJ
24-15-10-31-22-13-12
100

15. George Barnett
W. Millford, NJ
20-17-12-11-17-26-12
100

16. James Cinkle
Darien, CT
27-16-18-20-20-8-10
100

17. Frank Whitecarver
Kinnelon, NJ
27-12-21-21-29-23-23-122-14
115

18. Abi Selfert
Summit, NJ
27-24-DNF-14-27-12-12
115

19. Paul Nascimbene
Montclair, NJ
17-19-18-17-26-17-22-11
117

20. George Jackson
Mountain Lake, NJ
(28)-23-24-25-24-17-16-12
129

21. Dave Everhart
Fayetteville, NY
22. George Sloan
Green Pond, NJ
21-14-19-26-30-14-18
129

23. Helen Waldrop
Kinnelon, NJ
19-34-35-37-17-20-10
134

24. Bob Burn
Mountain Lake, NJ
34-21-23-21-23-32-24
134

25. Tom Doris
16-25-22-27-27-29-17
136

26. Byron Hicks
43-28-26-19-25-13-23
137

27. Frank Blesso, Sr.
17-36-37-24-14-13-25-33-12
149

28. David Massock
Mountain Lake, NJ
25-43-34-32-22-31-31-175
175

29. Rob Pluhar
Kinnelon, NJ
30-14-15-12-DNS-DNS-DNS
177

30. John Brett
Kinnelon, NJ
29-27-28-33-33-28
177

31. Rich Pluhar
(47)-51-57-88-26-24-34
178

32. Chris Daggert
Wayne, NJ
23-50-52-38-40-19-37
178

33. David Barnett
Forest Hills, NY
180

34. Bill Betts
Kinnelon, NJ
33-36-28-18-25-38
185

35. Karen Young
(40)-33-30-35-28-33
193

36. Tom Brett
Lake Hiawatha, NJ
31-50-21-16-DNS-DNS-18
194

37. Richard Daggert
Wayne, NJ
32-50-40-30-33-36-36
194

38. Ken Gorman
Boonton, NJ
21-9-55-25-DNS-DNS-DNS
203

39. Martha Poley
36-DNS-DNS-DNS-DNS-33-33
207

40. Bob Luckritz
Green Pond, NJ
217

41. Greg Pluhar
Mountain Lake, NJ
50-50-DNS-DNS-25-37-27
244

42. Chienu Nguyen
Mountain Lake, NJ
32-36-94-DNS-DNS-DNS
244

43. Keeney Kuhnthal
Green Pond, NJ
40-44-41-38-38-DNS
248

44. Rick McElhin
48-42-42-40-42-DNS
251

**SE SUNFISH REGIONAL**

With a tropical storm centered out in the Gulf of Mexico, 19 sailors braved small craft warnings to compete for the Southeast Regional spot in the 1993 Worlds. Rain, 25 mph gusts and rolling seas were the conditions for the six races held in Charlotte Harbor, FL.

Eric Erickson was Top Master, Lois Blodgett; Top Woman, David Clement; Top Junior, Ed Nist; Top B Fleet and Charlie Clifton; Top Overall.

Fisherman's Village in Punta Gorda sponsored the event providing a good beach site, a terrific dinner Saturday night, a great T-shirt and memorable trophies. Rick Pantall did a fine job as Regatta organizer. Regatta chairmen Doug Fisher and the Punta Gorda Sailing Association ran the races smoothly and properly. Despite many broken parts due to the conditions, everyone had a wonderful sunfish time!

by Cindy Clifton

**SE REGIONAL**
Punta Gorda, FL

18 Boats
Fall, 1992

1. Charlie Clifton
Sarasota, FL
9.75

2. Jeff Linton
Tampa, FL
13

3. David Clement
Tampa, FL
13

4. Louis Licciardi
Tampa, FL
16.75

5. David Stenina
Redington Shores, FL
23

6. Bill Wingrove
Tampa, FL
24

7. Eric Erickson
Enterprise, FL
31

8. Bill Haberland
Satellite Beach, FL
32

9. Timothy Hochuli
Satellite Beach, FL
32

10. Lois Blodgett
Daley Beach, FL
47 (1st Female)

11. Don Acker
Palm Coast, FL
52

12. Ed Carney
Sarasota, FL
53

13. Leslie Fisher
St. Petersburg, FL
56

14. Amy Smith
72

15. Ed Nist
74

16. Chester Baun
79

17. Jeff Dutton
Sarasota, FL
88

18. Eric Woodman
Wayland, MA
92

Submitted by

Hosted by Punta Gordon S.C. and Fisherman's Village.

Submitted by Rick Pantall

Windleg Leg Spring 1993
earned the Ladies trophy by finishing in 4th place and Damon Newman, Margate City Yacht Club, finished 8th overall and took the Junior trophy.

Marsh Creek State Park is nestled in the rolling hills of Chester County and is large enough and open enough to lay good courses for a variety of dinghy class boats. The Club schedules weekend races several times a month from April through October. - Susan Senk

S.A.N.J.L.

The Sailing Association of North Jersey Lakes completed its 1992 season with a 2 day Mid-Atlantic Regional Championship. The 1992 events were held at Spruce Run Reservoir (27 boats), Greenwood Lake (35 boats), Highland Lakes (40 boats) and Green Pond (53 boats).

It was a crisp morning, no air and a sky covered with clouds — a great day for sleeping in. But a 9:30 twenty-two skippers and some support personnel were lakeside to begin a fun regatta. During the skipper’s meeting the lake that looked like glass began to fill in with a fairly steady north/northeast breeze that picked up to 12-15 mph. As the day progressed the breeze leveled off at about 10 mph and we were able to do six lengthy races and allow one throw-out.

Each race seemed to bring out the best in a different skipper. There was no clear winner takes all. However, in the end scores for the top four skippers were very close.

Lee Schaeffer, Peace Valley Yacht Club, sailed consistently to take the 2nd place overall trophy. Harry Loeb, Marsh Creek Sailing Club, also sailed consistently and came in for a close 3rd place overall trophy. Susan Senk, Marsh Creek Sailing Club, won the Ladies trophy by finishing in 4th place and Damon Newman, Margate City Yacht Club, finished 8th overall and took the Junior trophy.

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Each race seemed to bring out the best in a different skipper. There was no clear winner takes all. However, in the end scores for the top four skippers were very close. Scott Klawans, March Creek Sailing Club, sailed the best he’s ever sailed and took the 1st place overall trophy as well as the Master’s trophy. It looks like Scott’s sailing might change now that he’s a married man.

Lee Schaeffer, Peace Valley Yacht Club, sailed consistently to take the 2nd place overall trophy. Harry Loeb, Marsh Creek Sailing Club, also sailed consistently and came in for a close 3rd place overall trophy. Susan Senk, Marsh Creek Sailing Club, won the Ladies trophy by finishing in 4th place and Damon Newman, Margate City Yacht Club, finished 8th overall and took the Junior trophy.

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DAVIS ISLAND YACHT CLUB
Pixie Circuit Series January 3, 1993

Champion Division
1. Rod Koch
2. Jeff Linton
3. Mike Gable

Heavy wind conditions at this regatta produced plenty of carnage—i.e., wipeouts and gear damage. The Champion Division was the only contest held because the Challenger Division had enough sense not to fool with Mother Nature. Discretion was the better part of valor in this one. So who ever said the “Champions” have any discretion?

Lake Tarpon
Pixie Circuit Series February 7, 1993

Champion Division
1. Steve Honour
2. Don Cochran
3. Rod Koch

Challenger Division
1. Carl Carlson
2. Gail Rosenke
3. Don Harman

The weatherman won his gold star for forecasting at our latest regatta—rain and miserable in the morning followed by sun at race time and winds increasing to 20 knots. The varying conditions with relatively smooth water showed the advantages for sailing this time of year on Lake Tarpon and challenged everyone. Observing the changing wind conditions paid off for those who guessed correctly and chose the right side of the course.

Champion Division—In race one, Don Cochran once again showed us “how little” he knows about racing the Sunfish by pulling a horizon job. In race two, Frank Spray took an early lead but got caught on the wrong side in the second beat and Steve Honour took over the lead. With the wind increasing, John Spray managed to out-muscle Steve on the final beat to take the win. After overcoming a breakdown before race one, Rod Koch pulled things together to take the win in the last race which ended up being pretty physical.

Challenger Division—This division ended up being the Carl and Gail Show with these two battling for the lead in each race throughout the day. If you want to start an interesting conversation, ask Gail about gybing in heavy air. Also, ask her about a new and innovative way to transport a Sunfish and trailer. Check your AAA. Third place went to Don Harman, a winter visitor from Michigan who races his Sunfish on birch Lake. We wish to thank the Race Committee for an excellent job of managing the day’s races.

Okay, race fans, we’re into the second half of the race season. Attendance in the last two regattas has been a little on the thin side but we can lay that off to the weather conditions. The only trend in the overall scores is in the Champion Division with Rod Koch holding down the lead. Beyond that, it’s wide open from there on down in the Champion Division and the Challenger Division is a totally wide open race. So don’t think you’re out of it. Let’s get out and put on a strong finish to the season. It ain’t over until the fat lady sings. Herb Swanson

1992 GREAT PUMPKIN REGATTA
Johnson Slough Yacht Club Hinsdale, IL
October 24, 1992 23 Boats

1. Bob Findlay (DNS)-7-3-4-1-1 15.5
2. Bill McGinn Hinsdale, IL 1-3-1-9-8-4 16.5
3. Tom Kattrheinrich New Knoxville, OH 8-1-9-2-2-7 19.75
4. Dan Feldman Highland Park, IL 2-10-11-5-4-2 23
5. Don Bergmann Northbrook, IL 3-8-2-6-5-10 24
6. Dave Haufe Hinsdale, IL 12-11-10-1-7-5 33.75
7. Doug Moline Evanston, IL (DNS)-4-6-3-10-12 35
8. Barb Fox Chicago, IL 5-14-6-13-3-11 36
9. Dale Harden Hinsdale, IL 7-2-14-10-11-16 44
10. Gary Winter Darien, IL 10-16-12-12-6-8 48
11. Larry Bond Hinsdale, IL 11-17-7-14-14-3 49
13. Gail Turluck Chelsea, MI 7-12-8-15-17-13 57
14. Danny Whelan Winnetka, IL 6-9-5-20-18-20 58
15. Andy Green Hinsdale, IL 4-5-25-26-22-(DNS) 62
17. Don Anderson Barrington, IL 16-6-17-22-20-9 66
18. Dave Anderson Hinsdale, IL 15-19-20-8-16-18 76
19. Jill Feldman Highland Park, IL (DNS)-19-18-17-13-7 79
20. Don Schultz (DNS)-21-19-18-12-15 85
22. Shirley Anderson Hinsdale, IL 17-20-21-21-21-21 100

Results:
1. Tim Hochuli 1-1-1-1-2 6
2. Dick Tillman 2-3-2-3 13
3. Linda Tillman 3-3-2-1 14
4. Bill Haberland 6-4-5-5 24
5. Jerry Calahan 5-7-5-6 27
6. Lois Blodgett 4-2-5-7-12 31
7. Eric Erickson 7-6-9-6-4 32
8. Norm Castle 9-8-9-7 40
9. Stuart Shubin 9-6-7-10-9 43
10. Bob Bingham 10-10-10-11-10 51
11. Brian Manning 12-12-11-8-8 52
12. Brenda Shubin 12-12-12-12-11 59

Submitted by Linda Tillman

Windward Leg Spring 1993

HOCHULI ACES 4 OF 5 RACES AT '93 FUN 4 SAIL

A fleet of 12 Sunfish gathered to compete in the 1993 Fun 4 Sail Regatta hosted by Melbourne Yacht Club in Melbourne, Florida, over the weekend of February 6-7. This 5th annual event also included separate starts for 14 Flying Scots, 4 Thistles, and 3 Lasers. On Saturday, three races were sailed in 8-12 knot winds on a modified Olympic course on the Indian River. Tim Hochuli, of Orlando, showed us the way, winning all three races handily. That evening the sailors enjoyed Doc’s famous oysters, seasoned and cooked in the shell on a charcoal fire, followed by a lasagna dinner. Videos of the day’s racing provided the entertainment. Sunday’s races began at 9:30 A.M. in a comfortable breeze that ranged from 8 to 15 knots, and again, Hochuli got the gun. The lead changed a couple of times in the final race, and it was Linda Tillman who crossed in first, followed by Tim and Dick Tillman. Lois Blodgett took the only swim of the weekend—that heeling to weather downwind is tricky! Overall, the weatherman cooperated and a good time was had by all. With an upsurge in one-design sailing in the Melbourne area, this event is expected to become bigger each year. Plan to join us next year—watch the calendar for exact dates.

1993 Fun 4 Sail Award Winners, from left: Dick Tillman (2nd), Linda Tillman (3rd) and Tim Hochuli (1st)
We were glad to host 32 boats for the 22nd consecutive running of this race at Lake Naomi, under the auspices of the Lake Naomi Club Sailing Association. The wind was moderate, but steady enough for a full day of fun and sailing. You might note that the two Lake Naomi and the two Quaker Lake regattas held this season constituted the Pocono Region Championship Circuit. Thanks go to George Seary for organizing this effort. Due to the success of this collaboration between Lake Naomi and Quaker Lake, we are hoping to have the same schedule for the coming season.

David Barnett
Fleet Captain #189

THIS ONE'S FOR FUN
Devils Lake Yacht Club
Manitou Beach, MI

September 19-20, 1992  19 Boats

1. Ron McHenry
   Portland, OH
   2-2-1-4-1
   9.50

2. Ray Steely
   Maumee, OH
   8-1-1-4-2
   15.50

3. Michael Scrivener
   Wolverine Lake, MI
   3-3-5-3-3
   17

4. Jim tower
   Jackson, MI
   1-5-8-7-6
   26.75

5. Dave Metzger
   Perryburg, OH
   5-4-3-9-7
   28

6. Tim Abbey
   Warren, OH
   6-7-7-5-8
   33

7. Tom Katteheimrich
   New Knoxville, OH
   7-8-2-8-9
   34

8. Glenn Betzoldt
   Onsted, MI
   9-9-9-2-5
   34

9. Daniel Pelman
   Highland Park, IL
   4-6-6-6-DN
   42

10. Aaron Pante
    Watervile, OH
    13-11-15-10-4
    53

11. Gail Turluck
    Chelsea, MI
    10-12-10-11-12
    55

12. Jill Myerson
    Highland Park, IL
    15-14-14-12-10
    65

13. Justin Santchi
    Perryburg, OH
    14-15-11-16-13
    69

14. John Morse
    Manitou Beach, MI
    12-13-17-13-14
    69

15. Todd Swartz
    Perryburg, OH
    11-17-13-15-15
    71

16. George Peet
    Saginaw, MI
    18-16-16-14-11
    75

17. Dale Cornish
    Saline, MI
    16-10-12-DS-DS
    78

18. Ed Plantz
    Perryburg, OH
    19-19-19-17-17
    91

19. Storey Green
    Clark Lake, MI
    17-18-18-DS-DS
    93

The fleet sailed in the north end both days. We welcome back Bob and Joan Morse as race committee and thank their daughter-in-law Rose Morse for helping out. A beautiful weekend—sunny both days, in the high 60's, with light to medium winds and smooth water. DLYC was thrilled with our fleet size, and is asking to make their regatta next year a priority. It will be their 50th annual and they're planning something BIG! The fleet was evenly matched with mark roundings 5 and 6 deep — the rule at most marks—plenty of shouting, a few 720's, no protests!

— Gail Turluck

ROLL YOUR BOAT WITH EASE OVER SOFT SAND, MUD AND ROCKY BEACHES WITH THE ROLEEZ' BOATEEZ
WE GUARANTEE IT!!

SPECIFICATIONS

<table>
<thead>
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<th>Width</th>
<th>45&quot; (w/ axle)</th>
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<td>Wheels</td>
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The versatile Roleez Boateez, designed specifically for Sunfish/Laser type boats, also carries inflatable rafts, aluminum boats and canoes. The Boateez carries the boat low to the ground so it does not require much lifting to load or unload. A detachable handle-prop, sets the cart at an angle for loading, permitting the boater to load the cart single-handedly in most cases.

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HUNTER'S MOON REGATTA

Fifteen boats attended the first Hunter’s Moon Regatta hosted by the Edgewood Yacht Club just a few miles south of Providence, R.I. on October 24. Those that did not attend missed a great day of sailing in very comfortable weather. Seven shorter course races were held with Malcolm Dickinson taking first place. Hot cider and Columbian coffee were served from the committee boat between the two races.

This was the first Sunfish Class event at Edgewood Yacht Club and by the comments of the visiting skippers, a big success. The club was founded about 1908 and has an active Sunfish group with several racing series including frostbiting during the winter months.

Plans are underway to have a repeat event sometime in October 1993. Put it on your calendar to attend.

Our special thanks to the folks at Edgewood for having the regatta and doing such a great job and to Bob Heckman who picked such a beautiful day for it. Bob picked the date last year (1991) and some of us think he should be running the Weather Service. They predicted rain and we had sunshine and 65 degrees and 5-15 mph winds.

Gordon Geick

HUNTER'S MOON REGATTA
Edgewood Yacht Club
October 24, 1992

1. Malcolm Dickinson 13
   New Haven, CT
2. Gordon Geick 14.75
   Collinsville, CT
3. Paul Odegard 19
   Vernon, CT
4. Larry Cochran 19.75
   Manchester, CT
5. Fause Hull 20.75
   Edgewood, RI
6. Kerry Gendron 35
   Edgewood, RI
7. Joe Bouley 38
   Edgewood, RI
8. Chris Monti 45
   East Greenwich, RI
9. Steve Egan 54
   Edgewood, RI
10. Jeff Bennett 57
    Middletown, CT
11. Paul Keenan 64
    Greenville, RI
12. Michele Bouley 65
    Edgewood, RI
13. Jeff Langheer 68
    Edgewood, RI
14. Chad Martin 71
    Edgewood, RI
15. Dave Evans 86
    Edgewood, RI

US NATIONAL SUNFISH TEAM RACE CHAMPIONSHIP REGATTA

The US National Sunfish Team Race Championships were held at Sea Cliff Yacht Club in Sea Cliff, NY on October 10 and 11, 1992.

Three boat teams raced against each other in a round robin format. Due to light wind, only 5 flights were completed.

The winning team, with a 4-1 record, was from the host club, Sea Cliff Yacht Club. The team consisted of John Dawson, Ron Hill and Doug Wefer. This team displayed not only great boat speed but good application of rules and tactics in gaining their victory.

The second place team with a 2-2 record was from The Hempstead Harbour Club and consisted of Eric Johnson, Anne Kochendorfer and Steve Wood. Third place was another Sea Cliff team made up of Bill Balke and Steve and Melissa Shepstone. They too had a 2-2 record but lost on a tie-breaker to Hempstead Harbour.

For those unfamiliar with team racing, it is one of the most enjoyable sports around. Teamwork, tactics, rule knowledge and cunning are often more important than plain boat speed. Often the winning team is not the fastest team but the most talented team. And that’s the way it should be!

Submitted by
Melissa Shepstone,
Fleet Captain
Sea Cliff Sunfish
Fleet #517

1992 Win Craven Memorial at Lake Geneva, WI. 1st - Bob Findlay, 2nd - Harry Lane, 3rd - Mike Scriver, 4th - Dan Feldman, 5th - Don Bergman. First day was moderate, second day it BLEW-28-42!

Photo by Gail Turluck

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Windward Leg Spring 1993
VIDEOS - VIDEOS
WHERE ARE THE VIDEOS?

We are still in the process of putting together a program whereby individuals and fleets can borrow or buy the various videos we have available. If you need a video now or anytime, please call or write me at the Class office and we will loan you one for a modest fee, namely the postage charges. We have the following videos:

First Worlds (St. Thomas)
Third Worlds (Bermuda)
SAIL TO FREEDOM
18th Worlds (Aruba)
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