KYLE WINS SAYVILLE NA'S
MAKES IT THE TRIPLE CROWN

by Charlot Ras-Allard

BLUE POINT, NY — Manhattan's Scott Kyle did it again by taking the top spot over the five-year high, 142-boat fleet at the 1990 Sunfish North American Championship which was hosted by Sayville Yacht Club on Long Island's Great South Bay, August 4th through the 10th. The victory marked Scott's third North American title. He won the Charleston NA's in 1987 and the Junior NA's in Ontario in 1982.

Regatta week saw conditions that locals described as, "It's usually not like this." Cloud cover and 5-7 knot breezes opened the event's practice race. But for the next day's qualifiers, stormy conditions blew in as winds got past the 30-knot mark. This prevented the juniors from getting off the beach and forced capsizings upon many competitors (class veterans included) and spar breaks on the Bay's shallow bottom.

But winds took a turn for the better, or worse, (depending upon one's point of view) as the high winds dropped down to the sub-ten range, and in some cases; down to a breathless calm. With sailing instructions that read, "Courses will not be shortened," Sayville's crackercake race committee was forced to abandon three painfully long attempts at races during the championship on Wednesday and Thursday.

The pressure was on, Friday, to make the regatta more than a three-race series. Relief came as a beautiful 6-13 knot southeasterly filled in; bringing fairly steady winds, the Bay's famous eel weed, and more importantly, four races in one day for a seven-race championship series.

There was no shortage of talented competition. Ten past world and NA champs sailed. One notable exception was Derrick Fries, whose educational commitments kept him in Michigan and postponed a world-class, 1-2 showdown until next time. Many who have been regulars, at the upper echelons of the class, were there including some not-so-well-known sailors who surprised many. Topping the list were Jeff Linton, Mark Taylor, and Rod Koch; all from the Tampa Bay area. Team contingents came in full force, as well. 32 from Long Island alone, 16 from Florida, 11 from Illinois, and seven from Louisiana's Mandeville area. In all, 15 states and two foreign countries were represented.

With such a high-wing qualifier, many past champions opted to sail only a portion of the races or stayed on the beach. Scott stated, "I just wanted to use the qualifiers to speed test against the top sailors in the varying conditions." In Bob Findlay's case, the rainy, blustery qualifiers meant the chance to sleep until noon. By championship time, however, everyone was ready to go.

After a morning sans wind and a race called by the time limit, Mark May got the jump on the fleet on port tack, at the start. In the light, 1-5 knot wind, Mark, (a heavyweight) found the going tough and finished fifth. Scott had to grind his way through the fleet, all the way around the full-olympic course. He won the first race of the series.

For Wednesday's second race, the wind stayed near calm. Scott kept sailing better and better. With Bob, one of his major threats, buried deep in the pack, Scott had only the "Chestnut Hill Terror," Len Ruby, to contend with. Over the course of the race, however, Scott stretched his lead, finding the speed for drifting a little faster. He won by four minutes. Thursday's sole race came in the morning. Another 3-5, light-air race; Scott took bullet #3. A painfully long, abandoned race followed. The odds of having a three-race regatta were rapidly increasing.

Friday was the last chance for wind. But the Bay's southeasterly kicked into high gear. The weeds washed into the race-course area and helped to even out the conditions. The winner and Champion of the 1990 North Americans at Sayville Y.C. on Long Island, NY. Ras-Allard Photo.

In this issue
Shoreside by M.J. ............ 4
Board of Directors ........ 7
At The Tiller ............... 9
The Mast Fly View ........ 10
President's Letter .......... 12
USSCA Annual Meeting ... 16
The Workbench ............. 25
F.Y.I. .................. 30
Go Fast .................. 33
Regatta News .............. 34
Membership Form .......... 37
Classified Ads ............. 40

continued on page 2
Kyle continued from page 1 petition. The day's moderate sea breeze had everyone sailing at their best. With a 1-3 foot chop, the racing heated up. Starting lines that were near perfect for most of the series, saw the highly competitive fleet crank up the level of competition a couple of notches. Starts became harder to find front - row seats. But to the surprise of race committee members, the fleet remained relatively well behaved with very few recalls and protests. Scott continued to win, taking race #4 by the first weather mark and never looking back.

With four bullets, all Scott had to do was stay close. Bob had his turn in front - winning two races. Bruce Sutphen, last year's runner up, also won a race Friday. Scott's strategy was to stay away from confrontations with the other leaders and to sail mistake free. "Not having any bad races gave me a lot of freedom to be conservative. I didn't have the pressure of trying to stay on top," said Scott. Bob commented, "Scott has four wins, the rest of us at the top have double-digit throwouts."

Back in the pack, the racing heated up even further. With a last-race course chosen to be the only modified Olympic of the event, room to spread out became scarce. Len described the last race by saying, "It was sailboat racing at its finest, no matter what the class." Another sailor said, "You had to fight for every boat you beat. Nobody was slacking off." Brown University sailor, Stephen Smeulders noted, "It was the most competitive Sunfish fleet I have ever sailed-in—World's or North Americans." The last day's four races made it a series to remember.

Life around the Sayville Yacht Club stayed lively throughout the week. Blue Point, a residential community, kept everyone spread out in area homes or in motels, close to half an hour away. Regatta chair couple, Paul and Pat, and the many regatta volunteers combed the area for host families for those sailors that wanted them. Others brought vans while the die-hards camped on the lawn of the club.

The Sunfish sailors kept celebrating from the moment he or she set foot on land. Within 30 seconds, beers (or sodas) were in hand. They were already shooting the breeze. At dinner time, the competitors, sailing widows, and friends gathered under a big circus tent to be treated to gourmet meals under the direction (and hard work) of dinner chairman, Gary Loker, and an army of volunteers. One night there was steak, (with enough for seconds) another night, lobster. On the off nights, there were many local restaurants to be found and Fire Island for the adventurous.

Back at the club, Mary Charles shared her talent, singing Irish folk songs. The TV in the clubhouse was set to Joel Furman's action videos of the qualifier races. Everybody got a few looks at Merritt Burke's fine mark rounding form—how to jibe, fall off the boat, and still not capsize.

One last regatta bash, Friday night, at a nearby catering hall had the sailors, club members, wives, girlfriends, family, and guests all together, dressed in their best. A full course banquet followed with two hundred people in attendance. Then came awards. The Trophies were distributed; beautiful glass plates with the Sunfish in gold. There were race winner medals, while the daily winners received "Breakers" shorts with the famous "Fanny Fender," that quickly became the most coveted prize of the evening. When the time came, Bruce and Bob, (or was that Bob and Bruce) carefully escorted the newly crowned, two-time champion to a nearby wishing-well pool. Scott was promptly rewarded for his achievements on the race course. Old friends as well as new exchanged addresses, parted and headed each his own way, unless you opted to go with Al Beckwith, who just transported the party elsewhere. In short, as is typical for the NA's, a good time was had by all.

Scott's victory at Sayville was a classic example of how dedication and hard work brings results. He averaged one to two practice sessions per week, for two months prior to the regatta, on the waters off Blue Point. After work, Scott took the Long Island Railroad to Patchogue, walked to the home of fellow competitor, David Weeks, got his bicycle, and rode to the home of Paul Patin; a top-ten-at-the-worlds Sunfish sailor and ex-Tulane sailing team member. The two would spar in the early evening's breeze until 9:00 p.m. He then would reverse the process, arriving after midnight at his apartment on the East Side of Manhattan, only to go to work the next morning. Scott accomplished his goals for the season by winning the Worlds, the Inter-Class Solos, finishing in the top ten at the Laser NA's, and capping it off with the third event in Scott's triple crown; the 1990 Sunfish North American Championship. Paul Elvstrom's quotation from page 6 of Dave Perry's classic book, "Winning in One-Designs", is most fitting: "The good sailors all know how to race very well, but the champions have won the regatta before the race begins."

The new North American Champion, Scott Kyle, as most sailors saw him in Sayville, NY.  
-Ras-Allard Photo

SPONSORS ANYONE?

The Class, in its efforts to keep the World Championship at the level of previous years, is looking for a "Title Sponsor" commitment for the next year or next four years. This request is to corporate sponsors who will make a large donation in exchange for their name to be used as part of the World Championship title. They will also be afforded many other advertising and merchandising opportunities.

If anyone knows of any corporation or an individual in any corporation that may be interested, please pass the information along through the Class office. We are also looking for smaller donations with less exposure if a title sponsorship is not feasible. You can make a difference, please let us know. THANKS!


— Ras-Alard Photo

### 27TH SUNFISH NORTH AMERICAN CHAMPIONSHIP
Great South Bay
Blue Point, Long Island, NY
Sayville Yacht Club

**August 4-10, 1990**

<table>
<thead>
<tr>
<th>64 Boats</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scott Kyle, New York, NY: 1-1-1-1-3-3-3-(9) 9</td>
</tr>
<tr>
<td>Bob Findlay, Glenisco, IL: 5-3-2-1-1-6-1 20.50</td>
</tr>
<tr>
<td>Len Ruby, MD: 9-5-7-28-4-5-4 34</td>
</tr>
<tr>
<td>Bruce Sutphen, MA: 7-1-11-1-9-4-2 37</td>
</tr>
<tr>
<td>Mark Taylor, MA: 3-7-11-1-1-2-1-6 39</td>
</tr>
<tr>
<td>Len Ruby, MD: 4-2-4-18-5-12-18 43</td>
</tr>
<tr>
<td>Bruce Sutphen, MA: 15-1-20-5-11-1-7 43.75</td>
</tr>
<tr>
<td>Chris Houston, TX: 25-10-3-3-7-7-1-12 48</td>
</tr>
<tr>
<td>Jeff Linton, FL: 1-2-1-2-1-20-11-14 61</td>
</tr>
<tr>
<td>Alan Beckwith, MA: 12-5-9-28-6-2-8 65</td>
</tr>
<tr>
<td>Steven Smolders, Netherlands: 16-57-12-10-6-16-6 66</td>
</tr>
<tr>
<td>Scott Greenbaum, Springdale, CT: 10-12-13-17-22-8-15 75</td>
</tr>
<tr>
<td>Rod Koch, MI: DNS-20-3-15-33-13 90</td>
</tr>
<tr>
<td>St. Petersburg, FL: 11-25-32-6-13-10-29 94</td>
</tr>
<tr>
<td>Dave Dennison, Blue Point, NY: 21-16-27-19-14-16-9 97</td>
</tr>
<tr>
<td>Chris Williams, Durham, NC: 34-4-23-6-37-17-17 103</td>
</tr>
<tr>
<td>Jean Bergman, Northbrook, IL: 28-3-6-24-34-21-31 115</td>
</tr>
<tr>
<td>Andrew Kietzer, Cohocton, NY: 43-4-4-7-9-10-7-10 123</td>
</tr>
<tr>
<td>Brian Weeks, Patchogue, NY: 8-29-17-18-35-40-27 134</td>
</tr>
<tr>
<td>Chris Houston, Ambler, PA: 42-34-14-32-16-14-25 143</td>
</tr>
<tr>
<td>Dave Belyard, Mandeville, LA: 23-24-16-35-28-35-29 143</td>
</tr>
<tr>
<td>Chris Brown, Haddonfield, NJ: (52)-26-22-34-32-23-16 153</td>
</tr>
<tr>
<td>Charlie Clifton, Sarasota, FL: (44)-41-35-13-24-22-20 155</td>
</tr>
<tr>
<td>Mike Lewis, NY: 33-12-DNS-31-20-30-25-35 173</td>
</tr>
<tr>
<td>Tony Elliott, FL: 39-21-46-33-18-29-37 174</td>
</tr>
<tr>
<td>Peter Sells, Sunn, IL: 19-14-26-44-40-(DNS)-42 185</td>
</tr>
<tr>
<td>Bob Heidtman, Sarasota, FL: 18-46-26-22-29-DNS-198</td>
</tr>
<tr>
<td>Dave Davies, Middletown, CT: 31-36-55-36-25-35-32 200</td>
</tr>
<tr>
<td>Bill Brangforte, N. Weymouth, MA: 26-42-10-36-(DNS)-57-52 203</td>
</tr>
<tr>
<td>Dave Weeks, Patchogue, NY: 29-33-34-37-(DNS)-42 214</td>
</tr>
<tr>
<td>Court Young, Jr., Monroe, NY: 37-37-30-43-38-45-41 216</td>
</tr>
<tr>
<td>Wm. Haberland, Satellite Beach, FL: 55-56-38-23-33-38-30 217</td>
</tr>
<tr>
<td>Charet Ras-Alard, Stamford, CT: 33-50-29-(DNS)-39-39-34 222</td>
</tr>
<tr>
<td>Jack Willy, No. Weymouth, MA: (DNS)-36-52-32-36-32 233</td>
</tr>
<tr>
<td>Cindy Clifton, Sarasota, FL: 45-19-50-31-(DNS)-51-40 236</td>
</tr>
<tr>
<td>Dave Molin, Evanston, IL: DNS-8-36-38-51-41-51 237</td>
</tr>
<tr>
<td>Lee Parks, Newport, RI: 41-22-37-47-(DNS)-43-49 239</td>
</tr>
<tr>
<td>Mark Garrison, Winnetka, IL: 48-53-33-40-45-(DNS)-21 240</td>
</tr>
<tr>
<td>Tucker Thompson, Rehoboth Beach, DE: 24-39-(DNS)-45-47-46-47 248</td>
</tr>
<tr>
<td>Ken Charles, Manchester, CT: 40-36-43-56-(DNS)-50-38 253</td>
</tr>
</tbody>
</table>
| Jim Koskela, Ant╥ by: Mary Garrison

**The Championship Fleet winners of the 1990 NA’s held at Sayville Y.C. on Long Island.**

**Back row (l to r):** Len Ruby, Bruce Sutphen, Champion Scott Kyle, Bob Findlay, P.J. Patin, and Donnie Martinborough.

**— Ras-Alard Photo**

**Donnie Martinborough creates a bubble bath at 1990 NA’s.**

**— Photo by: Mary Garrison**
SHORESIDE BY M.J.

Another week with friendly and caring people! There was a fantastic turn-out of ‘Funfishers’ - nearly 150 racers plus Sunfish ‘groupies’, families, and the Sayville Yacht Club workers. And did they work! The Patins, Kaisers, Ludlums, Mongrains, and all of the great ‘grill’ cooks, yacht club workers, race committees and “behind the scene” workers gave us a super N.A. week. Let’s not forget that “man of the hour, day, and weeks”, JOEL FURMAN! He took care of so many of us. It was a week that we’ll never forget ....

The "lovely and gracious" Brenda MacKay even showed up from Bermuda. Jim Murphy, from the Virginia Islands, came to watch his family and friends. Curacao and the Bahamas “Funfishers” and families were also welcomed. It’s always great to see our international friends.

The Great South Bay in Blue Point, Long Island, NY was the setting for this N.A. Championship. The sandy beach, in front of the clubhouse, was a great "great touch"! Some memories need to be written here so they become part of the archives of the club. The sandy beach, in front of the clubhouse, was a great touch! Sometimes the week was filled with good fun, good food, good friends, happy "Funfishers" and every kind of weather that you could have (except hail, hurricanes, or snow).

The week was by Joel’s video twenty-five times to see Mer­rill Burke’s five-second flip off his Sunfish! He didn’t lose a place. We must have rerun Joel’s video twenty-five times to see Mer­rill’s graceful gymnastic feat. What style! The most powerful exclamation of the week was by Paul Patin, “We’re going down!” When the waves swamped Joel’s boat on the race course, the bilge pump couldn’t keep up or wasn’t on and the females — Brenda, Leigh, etc. truly thought that they were going in to the ‘safety sea’. Heavy weather can make you kiss the ground!

There were a few ‘designer sails’ on the course. The famous one was “Big fish eating Sunfish” raced by Susan Kane-Kinsey and designer “91” sailed by John Swan. Some names on the boats were great, too.

There were sailors on diets and those at­
tending for the food! Jack Willy had his car­ton of “SLIM-FAST” so he could “GO-FAST”. I think it was Thursday before he finished that diet and then we all devoured Donna Butter’s famous chocolate chip cookies. TRADITION!

We were served lobster, clams, half­chickens with wonderful corn-on-the-cob, steak and too many delectable meals to mention. Even the lunches were done with style! Huge twenty-four inch bagels (filled with shrimp or chicken salad to be sliced into wedges) were brought in to the club one day, wrapped in colored plastic. They looked like enormous Easter baskets. Delicious!

Speaking of meals — on one of our free nights, Joel Furman suggested we try “Cull House” for “treats of the sea”. It was fantastic and we ran in to half of the Sunfish Regatta there, I believe. It was located down by the ferries. Some took the trip over to Fire Island to see the sights, walk the streets and return with their stories. One of those who went was Joanne Salvador who sails Sunfish but came to watch the N.A.’s for her first time. She is a traveling nurse and a darn good masseuse. Those sailors and non (Crash LaRue) enjoyed her great touch! Sometimes a long week of sail­ing can make your muscles ache. “Rail­tail” is not the only affliction of an ardent sailor.

One of the week’s funniest stories was about Mark May. He was asleep in a “Castro” sofa-bed one night and was stretched out near the top, in line with the way a sofa runs. He apparently rolled and the darn thing folded right up at a 45-degree angle with Mark inside. It was 2:00 a.m. and he had to yell (his voice was very muffled, inside the sofa-bed) to awaken his roommate, Scott Greenbaum, to come and get him out of the man­eating sofa. Can you imagine how surprised you would be, in the middle of the night, to find you were on the inside?

That story would have really made Tina Weeks break in to giggles. You always knew when Tina was around—hear the laughter! Some of us would then end up with hiccup but it’s now okay. Isabel Heinl has a 'sure cure' for hiccups! She will take care of you.

Jim Murphy needed some TLC, too. He performed a 1 1/2 flip dive in the yacht club pool and had to go for stitches. His nose and forehead will never be the same but we hope you’re okay, Murph! Another performance was enjoyed by many of our group. The Sayville Y.C. had brought in, for two evenings, an Irish tenor who sang and played his guitar. Our own Sunfisher, Mary Charles, sang with him and stole the show. She had also brought their new baby on his first N.A. trip. You are really talented, Mary!

There was also a family reunion of the Clifton-Swan family. They came from near and far: Florida, Colorado, Maine, Virgin Islands, and “Mom” Swan from Long Island. What a nice family and what a fantastic way to see each other. We are very pleased that they are a part of our “FUN­FISH” family.

There was a large contingent of sailors from the Winnetka, IL area, too. They have produced some of our excellent sailors: Scott Kyle, Bruce Sutphen, Bob Findlay, and the Bergmans, to name a few.

Hank Saurage and Dave Bolyard, from Louisiana, brought several juniors with them. You should see their traveling rig! Jennifer Cummins brought her parents. Next time, we will probably see her dad with his own Sunfish. Good work, Jennifer!

Several sailors and their families stayed on the Yacht Club grounds. We had a real "tent city". They sure didn’t have far to go when they were tired and they were always close to the action.

The week was filled with good fun, good food, good friends, happy “Funfishers”...
**1990 SUNFISH NORTH AMERICANS: A VIEW FROM THE FOUNDER’S FLEET**

By Hal Black

The race course is empty. The final Sunfish have left the beach. The last boat trailer has headed out the Long Island Expressway and across the Throg’s Neck Bridge spanning the western end of Long Island Sound or over the George Washington Bridge and the Hudson River. The stiff fingers and the “gunnel-bum” have disappeared. But many unforgettable memories of the 1990 North Americans remain.

First of all, Paul Patin, Regatta Chairman of the Sayville Yacht Club did a masterful job of organizing and supervising the entire event. The women and men of the yacht club, many of whom gave up a week of vacation plus many more months of pre-race preparation, made our stay a memorable one. The on-the-water race committee headed up by Rob Kaiser and Bill Ludlum did a superb job of setting straight starting lines and challenging courses in very difficult weather conditions, from 1 knot drifters to the 35 knot screamers of Monday’s qualifying races. The meals provided by the accomplished “chefs” of the yacht club were generally agreed by all to be of near gourmet quality, with steak, lobster, and barbecued chicken, plus plenty of fresh corn-on-the-cob highlighting the daily menus. A closely-knit and friendly group of sailors, the entire membership of the Sayville Yacht Club deserves our thanks and appreciation for hosting our 142 boat fleet.

I’ve sailed in many races in many places but nothing quite equals the adrenalin-pumping high of the competition on Great South Bay. The 35 knot winds and breaking waves of Monday’s qualifier (yes, some boats did sail right side up! I was one and I was lucky), and the drifting conditions of Thursday’s super-light air fully tested our sailing skills.

To meet and talk with fellow “Fish” from Curacao, Nova Scotia, the Bahamas, Florida, South Carolina, Illinois, New Jersey, Michigan, Pennsylvania, Rhode Island, and from many other locations was an unforgettable experience. The winners and top finishers are all to be congratulated for their outstanding performances in such a variety of wind and water conditions, really challenging sailing in all respects. It can honestly be said that anyone who completed Monday’s qualifying races in rain, waves, and extremely heavy air while at the same time keeping their boat right side up and actually finishing the course can truly be called Sunfish “champions”. This series was much more like flying than sailing, and I do both!

For me a high point of the week was not only the competition but talking with outstanding sailors like Scott Kyle, World and now North American Sunfish Champion, and Will White, former North American Champion and Chief Measure for this championship series. Will discharged his official duties with great skill and not a little tact and diplomacy as well as sailing in the championship fleet himself.

To get to know Sunfish sailors like Peter Smeulders from Curacao, 2nd place finisher in the Founder’s Series, Bob “Rapid” Buttned, Ted Straight, Lou Fuchs, Gail Turlick, Andrew Hotchkiss, Tom Doris, Peg and Terry Beadle, Joe Kaukeinen, Joel Furman, Charlot Ras-Allard, and many others was a very special experience. To compete with the best was the fulfillment of a long-held dream for me and I will not soon forget. I learned more about salt water Sunfish racing in one week at Sayville than in all the previous 18 years combined. It was a great week of competition with long beats and reaches, a friendly statistician from the elite fleet estimating that each skipper in each fleet sailed between 90 and 100 miles during the week.

With respect to the competition itself, local wisdom said, “Wind from the South, go left on the course,” which many did and with outstanding results. But some of those who headed for the right side lay line did well in certain races too, as the wind shifted into the East. Holes in the wind as well as wind shifts accounted for a general mixing of the Founder’s Fleet each day. A Long Island proverb, “If you don’t like the weather - just wait ten minutes,” seemed to hold true as the series had all the weather possible, including a waterspout-tornado on Staten Island not too far away in New York City.

Some impressions:

**Saturday, 8/4**

We arrived at the Sayville Yacht Club on Great South Bay about mid-afternoon after making a favorable tack to the Southern State Parkway instead of using the Long Island Expressway which was undergoing extensive repairs and some delays. A perfect day, sunny, 85-90 degrees with 12-15 knot breezes from the Southwest.

Had an immediate impression of friendliness on the part of Sunfish racers and Sayville Yacht Club members alike. Many willing hands to carry boats from cars and trailers to wide sandy beach. Great South Bay is an impressive body of water with Fire Island, a natural barrier to the open ocean clearly visible 4 1/2 miles away. Though the bay is wide, in most places it is only 8 to 9 feet deep at mean low water, accounting for the persistent chop as well as the many broken spars to come in Monday’s high-wind qualifier.

We took a practice cruise on the bay noting the floating sea grass for which this body of water is famous. Beaching the boat and securing it for the night we went in search of Cull’s Restaurant, highly recommended by Sayville sailors, and with good reason. Located near one of the ferries from Sayville to Fire Island, Cull’s is informal, with a homey nautical ambience together with fantastic food at a reasonable price. The lobster, and the linguini with shrimp in white clam sauce were absolutely mouth-watering.

The day was further highlighted by meeting Peg and Terry Beadle of “Windward Leg,” and Watkins Lake, Waterford, MI; Tom and Genevieve Doris of Sparta, NJ; Joe Kaukeinen of Rochester Canoe Club (yes they did sail canoes!); Dave Blouin from Baton Rouge, LA; Dan Batten and son Dan from Charleston, SC; Jean Bergman of Winnetka, IL; as well as Paul Patin and others from Sayville Yacht Club.

**Sunday, 8/5**

Almost all competitors having arrived, we sailed about a mile off shore for the start of the practice race. Wind was about 10-15 knots with a steep chop that gave us green water sluicing over the decks and into cockpitls. We soon learned if our bailers were working or not! After a general recall the race was completed on the Olympic course. Many skippers found water inside the hulls of new Sunfish. One skipper was even mildly seasick from the chop and persistent salt spray. Read excellent bumper sticker in parking lot after the race: “Real Men Sail Boats Without Cabins.” I’m sure many readers would agree. The day’s activities concluded with a fantastic steak bake hosted by the Sayville Yacht Club.

**Monday 8/6**

Dawn revealed a grey and rainy morning for the first day of qualifying with winds steady at 30 knots, gusting to 32 on the
yacht club anemometer. The presence of 3-4 foot waves with breaking crests convinced most of us that full foul-weather gear was in order. The qualifying series was run in 2 divisions with the same starting line and course and 10 minutes between divisions. Smart skippers tied in the Jens rig and even then spars snapped in the heavy air and violent capsizes, causing upper spars to hit bottom. Some boats chose to DNF and sailed back to the beach under jury rigs, some boats were towed in by the prompt and professional chase boats, some of us were fortunate enough to make it around the course and finish.

The afternoon qualifier was similar to the morning race except the winds had picked up to 35 knots in the gust. Many skippers elected not to leave the beach because of the overpowering conditions. The race committee wisely decided to cancel the Junior North American races for the day. The light skippers would certainly have run into serious problems on the bay. Those of us who finally decided to go out and race found that just keeping the boat side up was a real test not only of sailing ability but also of physical conditioning, especially running and reaching. Many of us tacked at the jibe mark and many of those who did not went swimming.

Joel Furman made a video now in production for rental or sale that includes footage of Monday's qualifying. It is said to include footage of one skippers being knocked out of his boat by a wave and almost immediately being thrown right back in by another wave. One boat pitched stern over bow after digging into a large breaker with the wind astern. I learned that another boat popped an entire row of sail sets in the heavy air. After the day's racing bent and broken spars were in evidence all over the club house lawn. Those fortunate enough to locate replacements had to drive to Babylon, Long Island, some distance away to find them.

TUESDAY, 8/7

Last day of qualifying. Sky overcast, winds 5-10 knots with light chop. One race sailed in the morning and two in the afternoon while the Junior North Americans was being contested on a separate course. In the evening all enjoyed a delicious lobster dinner for the Junior N.A. awards.

I met Ted Straight from New Jersey, a lake sailor like myself who had also sailed in the "Great New York Harbor Sunfish Sail-In," July 4, 1977, where almost 100 Sunfish sailed from a starting line at the Statue of Liberty up the Hudson River and back. Ted was the only Sayville skipper I met who shared this same experience though there were certainly others.

WEDNESDAY, 8/8

First day Championship series and Founder's Fleet. Light air 5 knot off shore breeze. With first triangle completed, the wind disappeared completely. We all sat in our boats and talked, one man wondering out loud if Domino's would deliver to our boats! (An excellent idea at the time.) Race cancelled after 2 hour limit.

The afternoon race was a carbon copy of the morning with the exception that in the extremely light air and flat water, Larry Cochran was the clear winner with Che'E Hale a close 2nd. The evening featured an incredible taste-tingling chicken barbecue with raw clams and fresh corn, with thanks again to the Sayville Yacht Club.

THURSDAY, 8/9

Clouds and some drizzle with 5-10 knot offshore breeze fluctuating toward the East. The third race was won by R. Steele with L. Fisher 2nd. Ira Cohen placed 3rd, and Larry Cochran 4th, the lowest he finished in the entire series.

The 4th race started in light air and was cancelled 2 hours later because of the time limit, just as Gordy Geick. Leading almost everyone in the fleet by a leg and a half of the course, was only about 100 yards from the finish. Gordy nevertheless crossed the finish line alone some 2 minutes later. Most of the fleet was towed in as was the Championship fleet, with 12 boats one behind the other in this writer's group alone. We finally returned to the beach about 3:00 P.M. for a late lunch and were called back to our boats about 45 minutes later by the Race Committee. We launched in about 1/2 knots of extremely light air. Racing was cancelled for the day several minutes later, a wise decision.

FRIDAY, 8/10

The last day of competition with orders "to get as many races in as possible." Conditions included 15 knots of breeze with the persistent chop and occasional whitecaps. We left the beach at 8:30 A.M. for the 9:00 A.M. start far out in the bay. After the morning races lunch was served on the water with each of us sailing up to the committee boat for the bagged nourishment and bobbing in the swells as we ate and rested. Larry Cochran of Manchester, Conn. and Bolton Lake Sailing Club won races 3, 4, and 5 with Peter Smoulders of Curacao winning race 6.

Larry Cochran was the Founder's Cup winner and deservedly so, with an impressive display of sailing skill and wind-reading ability. He attributed his win to good starts, boat speed, and playing the wind-shifts. Larry currently uses a 1976 Sunfish hull. He feels the "new" North racing sail, used by most competitors, works best in about a 15 knot breeze, and definitely helped him win the Founder's Series. Larry has to be one of the best light air sailors this writer has ever seen and certainly deserves the Founder's Trophy.

Congratulations are in order for all the other top finishers as well, especially Peter Smoulders with his impressive 2nd place.

Two younger Sunfish skippers to watch in future races are Che'E Hale of State College, PA, and John Zambriski of Bohemia, Long Island. Both are 16 years old and both are definitely on the way to the Championship Fleet.

Che'E, in his 3rd year of Sunfish racing, has been sailing since he was ten, and sails on both Bald Eagle Lake near State College as well as Chesapeake Bay. He has competed and has done well in a number of regional and North American regattas. He is partial to light air and does well in these conditions.

John Zambriski considers Great South Bay his home waters, though this was his first North Americans. John has been sailing since age 11 and credits much of his expertise in the Fish to an ability to read approaching windshifts way ahead of him, an ability also shared by Derrick Fries, Scott Kyle, and other top sailors.

Che'E, John, and others like them will be in the championship fleet before much longer. Watch them well. They may be gaining on you!

We all came to Sayville for many different reasons:

Some of us to win the coveted North American Championship Trophy,

Some of us to get another leg up on the next Worlds in Curacao,

Some of us to sail our own personal best with our peers in the Founder's Fleet, to enjoy the thrill of racing in World-class competition and to control the responsive Fish on the sweeping reaches and thundering runs of Great South Bay.

To have sailed with Scott, Jean, with Gail, George, and Dave, to have been with Courtney and Odey, and to have enjoyed the shore-side camaraderie with the entire fleet was a great experience, a real "happening." And especially to have sailed with Andrew Hotchkiss of Winnetka Yacht Club in Illinois. Andrew represents what is best
in the up-and-coming national contenders on the circuit today. He is a real credit to himself, to his parents, and to the Winnetka Yacht Club. He exemplifies what real Sunfish competitors are all about.

What most non-racing Sunfish owners don’t realize when they buy the boat is that they are buying a whole lot more than just a small sailboat. They are buying into a class organization of really “class” people. Skippers and families from all over our own country, and from other nations as well.

This was my first race in either regional or national competition, and I consider it a memorable experience on many different levels.

As I look out at the breeze rippling the surface of Wolf Lake in Sullivan County, NY I see a starting line of 68 Sunfish. The countdown is at 10 seconds...9...8...7...6...5...4...3...2...1, and then the gun. Sixty-eight boats bear off on starboard tack toward a windward mark barely visible against the distant shore.

To have sailed with the best was an opportunity always to be remembered. Most of you reading this never knew Bill Schaeffer. But thank you Bill, because you sailed with me. And especially, thank you, Dave Davies.

THE SAILBOAT GARAGE
SUNFISH PARTS
Racing Sails
HARKEN PRODUCTS
DOUGLAS GILL SPECIALISTS
Foul Weather Gear & Accessories
CALL FOR CATALOG
SUNFISH
Boat Covers/Spar Bags
DERRICK FRIES’ BOOKS
SEE CLASSIFIED ADS
MARGARET (PEG) & TERRY BEADLE
3782 COVERT RD.
WATERFORD, MI 48328
313-673-3565
August 4-10, 1990
76 Boats

1. Larry Cochran 1-4-1-1-3 6
2. Peter Smeuders 3-8-4-2-1 11.75
3. Cucurao, Netherlands 3-8-4-2-1 23
4. T. Patin, Marina del Rey, CA 4-7-8-10 37
5. Michael Forner 4-7-8-10 46
6. West Hempstead, NY 4-7-8-10 66
7. Robert Butner 4-7-8-10 86
8. Steve Vurno 4-7-8-10 106
9. Lois Jackson 4-7-8-10 126
10. Richard Jackson 14-(31)-3-5-12-17 51
11. Dick Heil 25-10-13-7-5-11 54
12. John Jackson 25-10-13-7-5-11 74
14. Steve Vurno 25-10-13-7-5-11 114
15. Terry Weis 25-10-13-7-5-11 134
16. George Jackson 25-10-13-7-5-11 154
17. Michael Forner 25-10-13-7-5-11 174
18. Gail Turluck 25-10-13-7-5-11 194
19. Andy Hotchkiss 25-10-13-7-5-11 214
20. Judy Knecht 25-10-13-7-5-11 234
21. Margaret Bennett 25-10-13-7-5-11 254
22. Jerry Jackson 25-10-13-7-5-11 274
23. Donald Jackson 25-10-13-7-5-11 294
24. Terry Weis 25-10-13-7-5-11 314
25. Bill Davis 25-10-13-7-5-11 334
26. Terry Beadle 31-29-25-11-(33)-16 112
27. Richard Jackson 35-13-22-20-(39)-26 116
28. Anne Kohn (34)-18-10-32-31-(DNF) 122
29. Ted Straight 29-17-13-22-23-31 124
30. Ray Buchman 55-18-31-25-27 126
31. Peter Beckwith 12-28-36-(38)-32-23 131
32. George Jackson 19-17-(38)-30-35 135
33. Bob Burn 56-(35)-30-41-21-19 148
34. Conni Miller 41-27-(43)-46-26-20 157
35. Tom Doris 48-(44)-29-25-20-38 160
36. Don Acker 17-41-33-37-40-(39) 166
37. Tom Doris 23-30-34-37-34-37 180
38. Scott Wilkenbrock 37-(DNF)-32-36-43-37 185
40. Colleen Miller 50-(DNS)-40-31-37-34 191
41. Ray Buchanan 56-(DNS)-30-41-21-19 195
42.经销 Miller 48-(44)-29-25-20-38 198
43. George Jackson 17-41-33-37-40-(39) 199
44. Steve Vurno 23-30-34-37-34-37 203
45. Ed. Gorman 48-(44)-29-25-20-38 207
46. John Jackson 35-20-34-40-33-37 211
47. Robert Butner 50-(DNS)-40-31-37-34 215
48. Colleen Miller 48-(44)-29-25-20-38 219
49. Ray Buchanan 56-(DNS)-30-41-21-19 223
50. George Jackson 17-41-33-37-40-(39) 227
51. Tom Doris 48-(44)-29-25-20-38 231
52. Colleen Miller 50-(DNS)-40-31-37-34 235
53. George Jackson 17-41-33-37-40-(39) 239
54. Ray Buchanan 56-(DNS)-30-41-21-19 243
55. George Jackson 17-41-33-37-40-(39) 247
56. Colleen Miller 50-(DNS)-40-31-37-34 251
57. Tom Hayman 56-(DNS)-30-41-21-19 255
58. Colleen Miller 50-(DNS)-40-31-37-34 259
59. Tom Hayman 56-(DNS)-30-41-21-19 263
60. Colleen Miller 50-(DNS)-40-31-37-34 267
61. Tom Hayman 56-(DNS)-30-41-21-19 271
62. Colleen Miller 50-(DNS)-40-31-37-34 275
63. Tom Hayman 56-(DNS)-30-41-21-19 279
64. Colleen Miller 50-(DNS)-40-31-37-34 283
65. Tom Hayman 56-(DNS)-30-41-21-19 287
66. Colleen Miller 50-(DNS)-40-31-37-34 291
67. Tom Hayman 56-(DNS)-30-41-21-19 295
68. Colleen Miller 50-(DNS)-40-31-37-34 299
69. Tom Hayman 56-(DNS)-30-41-21-19 303
70. Colleen Miller 50-(DNS)-40-31-37-34 307
71. Tom Hayman 56-(DNS)-30-41-21-19 311
72. Colleen Miller 50-(DNS)-40-31-37-34 315
73. Tom Hayman 56-(DNS)-30-41-21-19 319
74. Colleen Miller 50-(DNS)-40-31-37-34 323
75. Tom Hayman 56-(DNS)-30-41-21-19 327
76. Colleen Miller 50-(DNS)-40-31-37-34 331

1990 Founder's Fleet winners are: Back Row (left to right): John Swan, Ira Cohen, winner Larry Cochran, Bob (Rapic) Buttner, and Peter Barnes. Front Row: (left to right): Peter Smeuders, Cha' Hale, Mike Fortner, Derek Jackson, and John Zambriski. — Beadle Photo

Pan Patin awards the Founder's Fleet first place trophy to Larry Cochran at N.A.'s, 1990. — Ras-Allard Photo

1990 Sunfish North American Founders Series New York Sayville Yacht Club Blue Point, L.I.
BE A WINNER! SIGN UP NOW!

Rick White's

SUNFISH WEEK

SEMESTER

April 7th-12th, 1991

-In The Beautiful Florida Keys-

5 DAYS OF:

- Best Handling
- Tacks
- Starts (over 200)
- Upwind/Downwind
- On-Water Drills (all day)

- Boat/Sail Tuning
- Tacks & Jibes (over 500)
- Mark Rounding (over 300)
- Mechanics of Crewing
- Lectures/Video Replays

Designed to improve all skills for the advanced & intermediate racer as well as the novice sailor.

at PLANTATION YACHT HARBOR & RESORT

Our Seminar Headquarters

Sunset Grille, Sunset Island, Fort Myers, Fla.

$550/Person includes Seminar Fee, Room

Meals, Tax & Gratuity. $100 Deposit to Hold Spot

* LIMITED TO 50 BOATS *

Call Rick White or Mary Wells:

305-451-3287

~Bring Your Own Boat~

Guess the daggerboard did not fit the template! Matt Garrison is sanding away at the NA's — 1990.

— Photo by: Mary Garrison

AT THE TILLER:

Well, the N.A.'s are over and the Sayville Yacht Club was the great host we expected them to be. In fact, they exceeded our expectations. Mother Nature gave us everything, from gales to drifter, and our racers gave us their comments too. I'd like to reflect on their comments about the JUNIORS.

Some comments were made about the Juniors and the concern that we need to encourage more Juniors to race Sunfish. The Juniors are our future and we need to do everything we can, as individuals, fleets and associations, to promote Junior sailing.

We've received some comments from concerned people about the need for various age groups within the Junior category, i.e., can a 10 year old Junior compete effectively with a 15 year old Junior? Is a 16 year old sailboat ready to compete with the Seniors? Are we losing our Juniors when they become Seniors?

Maybe we need a Juniors competition similar to the Masters, where there are various age groups. Someone mentioned that they were losing their Sunfish Juniors to the Lasers because the Laser Junior could race until he/she was eighteen! Upon investigation we found that the Laser age requirement for Juniors is the same as the Sunfish. However, a local Laser fleet had modified the age for Juniors so that they could race until they were eighteen. Apparently it was effective because many Sunfish Juniors moved to Lasers!! I believe that the various Sunfish fleets need to promote Junior sailing within their own fleets and to solicit whatever help they need from the Association. The fleets also need to let each other know what works and what doesn't work. This can best be communicated through the Windward Leg.

Terry Beadle, Editor


— Ras-Allard Photo

Jr. Championship at New York, 1990, Matt Garrison (75419) and Rob Doolittle (96679).

— Photo by: Mary Garrison

WINDWARD LEG FALL/WINTER 1990/91

THANK YOU

Alan Scharfe, for a fantastic job as USSCA President from 1988-1990. Good luck as ISCA President!

The Sunfish Class
THE MAST FLY VIEW
by Charlot Ras-Allard

For anyone taking the terra firma route on his or her way home from Long Island and the 1990 Sunfish North Americans, one was almost certain to pass another New York superlative, Shea Stadium, home of the Mets. In driving by this New York landmark, a few not-so-old memories of years past came to mind. One year, a huge sign on the outside of the stadium captured the excitement in words: "The magic is back!"

Blue Point and Flushing Meadows have a lot in common this year. The '90 North American Championship was an amazing regatta! Interest started building maybe as early as three years ago when my Aruba world's roommate, Paul-Jon Patin, then sailing in his first major Sunfish championship, told me that his father wanted to throw a major regatta for the Sunfish class. He wanted to put together a bid for the North Americans. Great! It was a good sign, a renewal of sorts, as Sayville YC had hosted the 1971 NA's.

Then there was last year. By anyone's measurements, it was an away regatta, where only one local sailor competed. Granted, most of the good guys showed up, the winds were brisk, Bikini's post-racing happy hour was lively and fun, the putt-putt... challenging, and the best man took the big splash. But something was missing. Where was the local fleet, the local storyteller, the local hospitality — the local magic?

The word got out early. Sayville YC was to be the home port of the next NA's. Not a bad idea since southern and eastern Long Island had long been a bastion for Sunfish and, especially, junior Sunfish sailing. Having sailed many regattas from Sea Cliff to Southold, Mecox to Mattituck, at least I knew they were out there. But many of these competitors had never ventured farther than their neighboring waters. What a way for a club racer to really get his or her feet wet into real Sunfish racing! Windward Leg thrust its own mini PR effort. Several articles were written about coming to sail on the Great South Bay, Sayville YC's home waters. Scott Kyle went to work, a couple of Legs ago, to reveal for us the secrets of how to prepare for the big-fleet racing to take place. Patchogue's Sunfish guru, Brian Weeks, was already helping regatta chairman Paul Patin get the feel of past NA's — letting him in on what elements made a particular NA's special in some way. Brian also pen to paper educating the Sunfish population on the conditions to expect there.

Back to Shea. The following year, the words covering the outside of the stadium read: 'Catch the rising stars.' The team was rebuilding; talent was coming out of the woodwork. The good guys were getting better. Younger stars were also on the rise. In Blue Point, last August, rumblings of a similar nature unfolded. Two "old" veterans made their appearance. Donnie Martinborough made it another of his usual logistical masterpieces. His fly-in-from-Nassau approach is still unmatched. Armed with only his Aigles, a couple of pairs of wild-colored running shorts, his Elvstrom ratchet block, and blue lipsever sunscreen, Donnie just shows up and somehow he has a new boat waiting for him to build. It's a good thing mainlanders bring tools.

Bob Findlay, known to his friends at the Patin household as just "Findlay," made his 9th appearance at a NA's and added a few more thousand miles to his well-traveled Midwinter mobile. Never traveling along, Bob always has someone to talk with, or to listen to his jokes all the way from Chicago? In reflecting on his motivation for coming all the way out to "The Island," his response was "I'd race a bathtub, with a sheet as a sail, if it could pull in the competition and the great folks—the way the Sunfish class does."

But there were newer players at the top. Stephen and Peter Smelders from Curacao were both there. Stephen, now a collegiate sailor at Brown University, has gotten himself in the groove of many of the Northeast's power sailors. After purchasing a full-size van to mobilize his campaign efforts, he took it on a test drive. With Posey Seifert as navigator, the two competed in the Force 5 NA's in Ohio several weeks prior to the Sunfish NA's. Having never raced the boat before, his hardcore boatspeed took over in the heavy wind. When it was over, the two drove back with trophies; Stephen with first and Posey with sixth, among some hot competition. That little guy, Peter, grew up and had a blast in the heavy winds, just like home. He walked away from the NA's with one of the Founder's Cup trophies.

Rising stars do not always come from New England. Three musketeers, (or that should be Buccaneers) from the Tampa Bay area drove up for the event. Rod Koch, Jeff Linton, and Mark Taylor were virtually unknown to most of the top sailors, unless one had sailed a few Florida regattas. Upon arrival, Rod proceeded to win Sunday's practice race. Mark had everyone confused. Who was that guy who had a silver fish on his sail? It turned out he had crewed for his father when he was six years old and won the NA doubles division. Jeff, with Southern accent and a pair of seconds in the championship, quietly slipped into the top ten.

But the brightest of stars belonged to Paul-Jon Patin. The local hero of Sayville YC, the spark that ignited the whole effort to host the NA's. His persistence, in his efforts with Scott Kyle, paid off on the race course. With nearly all top-ten finishes, a textbook case study on starting, the locals had one of their own to be proud of. He was one of the few sailors on the NA's race course with a home crowd cheering section.

In the annual progression of Mets' public relations campaigns, the next theme line came in the beginning of that stellar '86 season. This time around, the huge billboard read, "Baseball like it oughtta be—" When pronounced in that wonderfully New York "Brooklynese," it brings on new meaning to just playing the game of baseball. For one week in Blue Point, Long Island, a crowd of 142 skippers experienced sailboat racing "like it oughtta be." It's what Chris Williams might call "Fishvergnugen," (did I spell it right, Chris?), a new word for the English language. In making an attempt to define fishvergnugen, one must take into account what set this regatta apart from just any other regatta.

The NA's simply have the most history behind it of any of the major Sunfish championships. It's THE regatta of the year for one who may have spread out his or her sailing beyond Sunfish regattas. Even with all of Lee Park's sailing engagements, as a USYRU professional, it's great to see that not one NA goes by without her. Many old friends, who only see each other on vacation, got together in Sayville.
There was a home-team contingent there. Unlike last year in Tawas Bay, I counted some 32 competitors who hailed from Long Island. Some had never even competed in the Sunfish before. By pulling my boat up next to his on the beach, I met Jaime Boeckel. He told me he usually was part of a crew aboard a 35-foot racing sailboat. His skipper, a race committee member, told me he was darn good at it. Yet, he had never sailed a Sunfish or any dinghy, for that matter, before the race. He got first-class lessons in singlehanded tactics and physical sailing. He loved every minute of it.

What really made the experience up to the standard of fishergnugen was the Sayville YC and all its members who never set foot in a Sunfish all week. Everyone’s job for the regatta was a bit different but the goal must have been the same: to give the Sunfish sailors the best possible time they could. And without corporate sponsorship to help bankroll and staff the project, they succeeded in achieving their goal. The big tent got placed, the gourmet (or as close as one can get when serving several hundred) meals were served like clockwork, the beer was cold, and starting lines were square, or close to it. There was even parking for the several hundred cars that converged there each morning that week! It is difficult for one to imagine the logistical nightmare it must have been to house the long list of names that requested housing with club members and or area residents. All these volunteers were the real heroes who made the regatta special.

So with a ballroom banquet to top it all off and a small fish pool to give Scott his latest “baptism,” everyone got to see each other in civilian attire, each sporting a new tan. As the evening wound down, trophies got new owners, and new fannys were fended, it was easy to ponder and reflect on a week of exciting racing, good friends, and great fun. After all the work, the sweating over pots of lobsters boiling, the hours of cranking out scores, setting and resetting the weather mark, putting in the time to clean up the outdoor dinner hall, hauling in the waterlogged sailors in Monday’s blow, for a few minutes it all became worth it as the competitors gave the regatta committees the biggest honor of all, a standing ovation. Like the fans cheering on a newly crowned, world-champion Mets back those few years ago, each competitor expressed his gratitude not only for a job well done but for helping to make memories worth remembering. Great memories of sailboat racing “like it oughtta be.” To answer the question, is the magic back? For one week, in Blue Point, NY, at the 1990 Sunfish North American Championship, yes, the magic was back!

TEAM SOUTH CAROLINA SWEEP JUNIORS

By Charlot Ras-Allard

Fourteen-year-old junior sailor Chad Stewart, of the James Island YC, won the 1990 Junior North American Championship by one point over Chris Rawlings, also 14, of Greer, SC, to top a competitive fleet of 25.

“It was much more than I expected. After sailing in the small fleet last year this year, there were a lot more good sailors,” said Matt Garrison, also 14, from Winnetka, IL.

The “mini” NA’s got off to a false start. Traditionally sailed Monday and Tuesday of regatta week while the seniors are sailing the qualifiers, the races were cancelled the first day due to winds in excess of 30 knots.

With all-or-nothing stakes riding on Tuesday, the Sayville YC race committee was determined to have a junior champion. Armed with an early first gun, every junior had to prepare to sail until dusk. Fortunately, Tuesday’s 4-10 knot breezes kept the competitors moving and allowed four races for the series.

In race one, it was Chad and Drew Butter of Plymouth, MA battling for the first-mark glory. But as they turned the corner, Chad blew past Drew. “He just motored by me on the reach,” said Drew. He held on for second.

Drew came back in race #2 as a pin-end start and a left-middle-left beat got him the lead. By the last upwind leg, Chad had caught up to the point where Drew had to cover. “It seemed like we had 30 tacks the last upwind leg to the finish.”

In race three, Chris had poor beginnings. “I got tanked at the start, banged the right corner. It was Chad and me at the first mark. After that it was smooth sailing. We just stretched out our lead.”

As the afternoon wore on, the wind was slowly fading away. Ponchartrain YC’s Stewart Williams had his day. He got out in front while infighting was occurring as Chris, staying in second, had to put another boat besides Matt’s in between him and Chad just to stay even. But Chad proved to be too fast downwind. The fourth in the last race gave Chad the championship.

Jennifer Cummins of Hackettstown, NJ held on to third with a consistent string of finishes no better than third and no worse than fifth. A 15-year-old junior at Spray Beach YC, Jennifer is a protege of Dick Saunders, a past club champ in Darien, CT and former sparing partner of Winnetka’s Larry Lewis.

Chad’s thriller performance marked the second time the Henry Clay Robertson IV Trophy returns to the Charleston Sunfish fleet. Donated by the Robertson family in 1981, the trophy memorializes Master Robertson who suffered an untimely death while a top junior sailor in Charleston. The Henry Clay Robertson IV Trophy—local version was also won by Chad earlier in the year. Given to a Charleston-area junior and voted by a committee of past winners, Chad was chosen for his sailing ability, motivation, and sportsmanship.
PRESIDENT'S LETTER

Our new USSCA President, Scott Kyle of New York

On behalf of the Sunfish Class, I would like to take this opportunity to thank Alan Scharfe for all of the hard work he put into the USSCA as President over the past two years. Alan brought over 20 years of experience within the Sunfish Class to the Presidency. This experience, combined with hard work and dedication, produced a large number of positive changes for the Class.

After the beginning of his term, Alan oversaw the transition for the Sunfish Class from Alcort Sailboats to Pearson Yachts, and secured continued support for the Class from the new manufacturer. Alan also frequently met with Pearson representatives, ensuring both a business and philosophical understanding between the Class and Pearson.

In addition, the Sunfish Class has gained IYRU status, and a Plaque System has been adopted for all new boats. Under Alan’s guidance, the number of Sunfish regattas in the Regatta Schedule increased to nearly 160 events, and the Windward Leg took on a longer and more diversified format. Alan worked closely with Peg and Terry Beadle in combining the Class Office and the Windward Leg, resulting in a modernized data base system, and a level of efficiency the class has never previously maintained. A class video has been completed, and a video library has been established making various videos available through the Class office. Alan played a vital role in establishing a free membership program for first time buyers of a Sunfish, a program that will help to broaden our Class exposure and membership base. Finally, Alan was instrumental in getting the standardized racing sail established, resulting in closer and higher performance racing for everyone. The Class is truly fortunate to still have Alan on board in his new capacity as ISC President, where he is working on, in addition to other projects, securing sponsorship for the Class.

I am only now beginning to appreciate the effort and time involved in heading the Sunfish Class, and commend Alan for his superb achievements over the past two years. Alan successfully heightened the status of the Class, while maintaining the spirit of fun that embodies the Sunfish. Thanks again, Alan, for your two years of commitment to the Sunfish Class as USSCA President.

The Sunfish Class has certainly made tremendous progress in the last decade. I can still recall 10 years ago this summer when I attended my first North American Championships, the 1980 N.A.’s in Gulfport, MS. A new sail had been recently introduced, the Fogh sail, with its unique colored tape on the foot and jiffy, and fuller sail plan. The 1980’s saw many significant changes to the Sunfish Class and boat, including the establishment of ISCA/USSCA, a new deck design, a standardized racing sail, and a more advanced outboard and cunningham systems, tiller extensions, and many other modifications. These evolutionary changes have had a decidedly positive effect on the boat in the Class. Long gone are the days when a sailor had to buy 3 or 4 sails, “work-in” each one to get it just right, and then go and hike-out of the rail while reaching back to a short, wooden tiller extension. As we enter the 1990’s, the Sunfish Class is consolidating into a true one-design boat, one that is both fun and challenging for sailors of all ages and skill levels. I want you to encourage sailors of other classes to experience the New Sunfish.

Many of the programs that Alan and his board of Directors implemented in the last two years continue to be goals for the Sunfish class looking forward for the next couple of years. Some of the recently established and ongoing programs for the Sunfish Class include the following:

- The Class is looking for committed sponsorship for the World Championships so that we may continue to have a high-quality regatta where Sunfish sailors from around the world compete against each other for the World Sunfish title. The World’s has provided a tremendous opportunity in the past for Sunfish sailors from around the globe to meet one another, exchange ideas, and challenge each other on the water. We look forward to continuing this tradition in Curacao in August of 1991. In addition to the Worlds, the Sunfish Class will be holding the North American and Junior North American Championships in July of 1991 at Bay Waveland Yacht club, the Women’s North American’s, the Doubles North American’s, the Team Racing Nationals, the National Midwinters, numerous Regional Championships, and countless local regattas around the country.

- The Class is working closely with regatta organizers to maximize the impact of the Sunfish Class will. As a result, the Class has already seen a significant increase in the number of Sunfish races, and the quality of those races has also improved. The Class is actively promoting the sale of the Sunfish by having sailors attend boat shows around the country to encourage others to experience the Sunfish. If you are interested in representing the Sunfish Class at a boat show in your area, please contact the Class office.

- The Sunfish Class is working with USYRU and IYRU to get the Sunfish selected as a boat for the Smythe Cup, O’Day Championships, as well as the Pan American and other international championships.

- The Sunfish Class has made tremendous advances in the last decade with the enthusiastic efforts of many individuals who share the common enjoyment of one of the most popular boats in the World. I encourage anyone with ideas regarding the Class, or a few extra hours on their hands, to get involved by calling the Class office. The Sunfish class is our class. Let’s continue to see it grow in positive directions.

See you on the water,
Scott Kyle
1990 WOMEN’S N.A. CHAMPIONSHIP TO MELISSA SHEPSTONE

Melissa Shepstone, of Sea Cliff, NY, won the 1990 Sunfish Women's North American Championship by sailing consistently to consistent top 4 finishes. The Women’s were held at Lewes Yacht Club, Lewes, DE, on Delaware Bay, September 8-9.

Friday night, a large cold front swept through the area and brought in a cold side (close to shore). Local sailing master Janice Mason demonstrated her knowledge of shifts over tide by going left on the second beat to come from behind to win.

The second race featured winds SE 1-6, with the tide still coming in. Gail Turluck banged the start, went right, and was gone — rounded the beat mark half a leg before the second boat. Molly Murray sailed a beautiful second beat while Gail did her best to cover in a hole. Near the finish Molly crossed Gail, but a shift and large puff right at the finish let Gail get the near — gem back.

The third race saw the winds build to SE 5-10 and during the race we experienced slack tide. The top seven boats rotated places all through the race, with Molly pulling away for good about the middle of the last beat to take the win.

Breeze continued to build, SE 8-14, and the tide began its flow out which should have favored the left side. The higher breeze negated the tide somewhat. Connie Miller took off to the right and led three and a half legs of the race. Melissa Shepstone snuck by right near the finish for her only race win.

Number five was sailed in SE 12-20, with the tide full flow out. Beth Ann Herrmann, with a Jens rig, took off and because of her pointing ability in the gusts held on over Christina Gjertsen and Connie.

The wide range of conditions experienced in the one day provided a very true test of the capabilities of the contestants. Melissa’s all top four finishes were just that n-th better than the pack — second through fifth place were separated by 1.75 and as little as a shifting RC boat at the finish!

Race management by Rob Davis of Rehoboth Bay S.A., John Miller of Lewes YC, and Steve Shepstone of Sea Cliff, NY was outstanding, enabling the completion of all five races. There were plenty of support boats cruising the course and mark movement was done on a timely basis. Fleet members thoroughly enjoyed this year’s women’s!

— Gail Turluck

The champion, Melissa Shepstone of Sea Cliff, NY, is first around the mark at the Women’s N.A.’s held at Lewes, DE. Next is #75020, Sally Rusk is close behind.

— Photo by Steve Shepstone

<table>
<thead>
<tr>
<th>September 8-9, 1990</th>
<th>18 Boats</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Melissa Shepstone</td>
<td>3-3-1-4</td>
</tr>
<tr>
<td>2. Constance M. Miller</td>
<td>5-10-5-2</td>
</tr>
<tr>
<td>3. Beth Ann Herman</td>
<td>4-9-9-3</td>
</tr>
<tr>
<td>4. Sally Rusk</td>
<td>2-4-7-11</td>
</tr>
<tr>
<td>5. Gail Turluck</td>
<td>8-1-6-6</td>
</tr>
<tr>
<td>6. Christina Gjertsen</td>
<td>7-11-3-5</td>
</tr>
<tr>
<td>7. Molly Murray</td>
<td>5-1-9-13</td>
</tr>
<tr>
<td>8. Janice Mason</td>
<td>5-1-1-11</td>
</tr>
<tr>
<td>9. Colleen Miller</td>
<td>5-14-13-4</td>
</tr>
<tr>
<td>10. Jennifer Cummins</td>
<td>10-6-7-12</td>
</tr>
<tr>
<td>11. Karla Schrane</td>
<td>11-8-11-10</td>
</tr>
<tr>
<td>12. Jenny King</td>
<td>13-13-17-17</td>
</tr>
<tr>
<td>15. Diana Mehl</td>
<td>16-17-14-9</td>
</tr>
<tr>
<td>16. Mary Beth Ellis</td>
<td>13-13-17-17</td>
</tr>
<tr>
<td>17. Sally W. Fintal</td>
<td>15-16-16-16</td>
</tr>
<tr>
<td>18. Patty Marvel</td>
<td>18-18-DS-DS</td>
</tr>
</tbody>
</table>

Masters: 1st- Connie Miller, 2nd-Janice Mason, 3rd-Betsy Schmidt

Juniors: 1st-Jennifer Cummins, 2nd-Mary Beth Ellis

Novice: 1st-Melissa Shepstone, 2nd-Sally Rusk, 3rd-Christina Gjertsen

Long Haul: Gail Turluck

— Photo by Steve Shepstone
**dateline**

**Oct. 30 to Dec. 30 1990**

**BBBB & BS Frostbite Series (S)—Bellport Town Dock; Brian T. Weeks, 271 River Ave., Patchogue, NY 11772. 516/447-2166(H), 516/475-2164(W); Every Sunday at 10 a.m.**

Nov. 24-25

**Thanksgiving All-Class Regatta—Davis Island YC, Tampa, FL; Gail Heausler, 15 Martinique, Tampa, FL 33606, 813/254-9903(H), 813/287-7709(W).**

Dec. 1-2

**Sunfish Midwinters North (S)—Barrington Frostbite Assn.; Barrington YC; John Hause, 36 Melrose Ave, Barrington, RI 02806, 401/245-2844(H), 401/722-4830(W).**

Dec. 1-2

**Red Lobster Cup Regatta—Orlando YC, Lake Monroe, Sanford; John H. Gardiner Jr., 1325 West Colonial Dr., Orlando, FL 32804, 407/423-0468(H), 407/425-0585(W); Largest inland regatta. Over 500 entries in 1989 (+35 Sunfish).**

Dec. 9

**"Pixie" Sunfish Circuit #3—Tampa Bay Sunfish Assn; Boca Ciega YC; Steve Honour, 11633 75th Ave. North, Seminole, FL 34642, 813/398/1278(H&W).**

Dec. 29-30

**New Year's Regatta—Port Washington Yacht Club, Port Washington, Long Island; Doug Wefel, 104 Maple Avenue, Sea Cliff, NY 11579, 516/671-6059 (H), 212/689-4477 (W); This regatta attracts some of the best frostbiters in the U.S.**

Jan. 1-2

**New Year's Day Team Races (S)—Barrington Frostbite Assn.; Barrington YC; John Hause, 36 Melrose Ave., Barrington, RI 02806, 401/245-2844(H), 401/722-4830(W); Teams can be pre-organized or formed from singles who register.**

Jan. 5-6

**Ice Cube Regatta—Sea Cliff Yacht Club, Sea Cliff, Long Island; Ron Hill, 31 Country Pl., Shelton, CT 06484, 203/925-0822 (H) 203/924-3127 (W) or Steve Shepstone, 203/967-2332 or 516/671-9401.**

Jan., 1991

**Annual Sunshine Regatta—Miami YC, Miami, FL; Mike Catalano, 8140 S.W. 63 Court, Miami, FL 33125, 305/666-7591(H), 305/325-9818(W).**

Feb. 3

**"Pixie" Sunfish Circuit #4—Tampa Bay Sunfish Assn.; Sarasota Sailing Squadron; Steve Honour, 11633 75th Ave. North, Seminole, FL 34642, 813/398-1278(H&W).**

Jan. 17

**Fleet 658 Championship Regatta—Clearwater SC; Clearwater; Steve Honour, 11633 75th Ave. North, Seminole, FL 34642, 813/398-1278(H&W).**

March 23

**NYBA Frostbite Regatta All Classes (S)—Narragansett Bay Yachting Assn; Site to be decided; Karen Fletcher, P.O. Box 108, North Kingston, RI 02852, 401/294-6818(W).**

Jan.

**Annual Miami YC Midwinter—Miami YC, Miami, FL; Mike Catalano, 8140 S.W. 63 Court, Miami, FL 33125, 305/666-7591(H), 305/325-9818(W).**

---

**Women's N.A.'s — con't.**

Colleen Miller, #75488, from West Sayville, NY and Christina Gjertsen of Bohemia, NY at the Women's N.A.'s in Lewes, DE. Will there be a collision? Maybe a protest? Very curious! — Photo by Steve Shepstone

---

**Shoreside by L.M.**

Saturday's high winds permitted the contestants to become the shoreside crew at the Women's N.A.'s this year. Crews reported museum browsing, not limited to the Zwaanendael, lightship and Maritime, antiquing, shopping at the outlets, touring, and snacking.

The Zwaanendael museum featured an exhibit on the DeBraak, a ship which sunk in the 1600's off Lewes. The exhibit detailed the efforts involved in the raising and had examples of clothing and ship's fittings, and artifacts retrieved from the ocean bottom.

The downtown ice cream parlor enjoyed booming business from the participants after their heavy day of shopping. The old gaslight shop and other antique shops had everyone drooling! Explorers also learned about the concrete towers which were built during WWII to keep watch for German U-Boats which are scattered along the waterfront. The view from the top is glorious, but the thought of its use is sobering.

Next time you see them, ask Colleen's mom about pillows; Melissa about sapphires and artwork; Betsy about grass; Molly about savings bonds; Connie about soccer and screened porches; and Gail about pencils.

What a shame the weather cooperated on Sunday and we didn't get a second entry in the shoreside log.
**NEW MEMBERSHIP POLICY**

The Sunfish class has implemented a new membership policy. Effective January 1, 1991, each U.S. sailor competing in the following World’s qualifying events will be required to be a member of USSCA (ISCA). Every sailor is invited to join USSCA (ISCA) and participate in these regattas. The World’s qualifying events include:

- All Regional Championships - The North American Championship
- The Women’s North American Championship
- The Junior North American Championship
- The National Midwinter Championship
- The Master’s National Championship

The Jr. N.A.’s is not directly a World’s qualifying event, but an integral step to the World’s Championship, and therefore considered a World qualifying event.

As of the first of the year, there will be three types, or levels of events governed by USSCA.

1) **Open Events**, where all Sunfish sailors may participate. Regatta organizers may offer discounts to USSCA members at these Open Events. Regattas that offer a discount will be designated by a “D” on the Regatta Schedule.

2) **World’s Qualifying Events**, open to all members of USSCA/ISCA (see above). World’s Qualifying Events will be designated on the Regatta Schedule by a “W” next to the event.

3) **Pre-Qualified Events**, where all participants must qualify in advance. The World Championship is the only event deemed a Pre-Qualified Event, and will be designated by a “Q” in the Regatta Schedule.

Both World’s Qualifying and Pre-Qualified events are considered sanctioned events as defined by the ISCA Bylaw 1 (Class Measurement Rules), and will thus be conducted in accordance with the Racing Rules set forth by the Association.

Now to move beyond the legalese and explain in real English the rationale behind the new policy. First, I want to emphasize that the purpose of the new policy (which is essentially the same as last year’s with the addition of 2 or 3 regattas to the list) is to help clarify and consolidate the membership and World’s qualifying procedures. A possible question which may arise from the new policy: “What about other events where someone qualifies for the World’s, like the Masters International Regatta, or the European Championship? Do U.S. sailors have to be USSCA members to sail in these events?” These events are governed either by another National Sunfish Class Association (NSCA), of which USSCA is one of many, or the ISCA, and therefore USSCA does not require membership for participation. Note, however, that all World qualifiers must be current members of ISCA to be eligible to race in the World Championship. In other words, the ISCA and or another NSCA which governs the event will probably require membership.

Remember, USSCA schedules over 150 events each year, produces a magazine, distributes chevrons to fleet champions upon request, and performs countless other functions for its members. Asking sailors to join USSCA at World’s qualifying events is not being too demanding. If you were a cyclist, you would be required to toe the line, even if it were a race around the block. So, support your Class! It is doing good things for you.

---

**BE A WINNER! SIGN UP NOW!**

Rick White’s

**SUNFISH WEEK**

**SEMINAR**

April 7th-12th, 1991

*In The Beautiful Florida Keys*

**5 DAYS OF:**

- Boat Handling
- Tactics
- Starts (over 200)
- Upwind/Downwind
- Off-Water Drills (all day)
- Lectures/Videoreplays (Eves)

Designed to improve all skills for the advanced & intermediate racer as well as the novice sailor.

at PLANTATION YACHT HARBOR & RESORT

(Or Seminar Headquarters)

Round Ground, Sea Cliff Beach, Tennis Courts, Pool

5550 Person Includes Seminar Fee, Room (dbl. occ.)

Meals, Tax & Gratuities. $100 Deposit to Hold Spot

**LIMITED TO 50 BOATS**

Call Rick White or Mary Wells: 305-451-3287

*Bring Your Own Boat*

---

**dateline**


March 14-17 Masters International Regatta (S)—Miami Yacht Club, 1001 McArthur Causeway, Miami, FL 33132. Contact: Sandy Bagdan, 305-279-9325 (K).

March 21-24 Sunfish National Midwinter Championship (S)—Florida Sunfish Assn.; Patrick Air Force Base, Satellite Beach, FL; Wm. Haberland, 437 N. Neptune Dr., Satellite Beach, FL 32937, 407/777-4862 (H); Class rules shall apply. Sailing site is one of the best in FL. Predominately Easterly winds 12-15. Water temp 70 degrees. Air temp 70-80 degrees. Registration will be March 21. Racing starts March 22.

March 23 NYBA Frostbite Regatta All Classes (S)—Narragansett Bay Yachting Assn.; Site to be decided; Karen Fletcher, P.O. Box 108, North Kingston, RI 02852, 401/294-6818 (W).

March 30-31 April Fool’s Regatta—Sea Cliff Yacht Club, Sea Cliff, Long Island; Ron Hill, 31 Country PL., Shelton, CT 06484, 203/924-3127 (W).

June 30 to July 6 North American Championship(s)—Bay Waveland Yacht Club Mississippi

August 4-10 21st Sunfish World Championship (S)—Curacao, Netherland Antilles; Pre-qualification required.
1990 USSCA ANNUAL MEETING
NORTH AMERICAN CHAMPIONSHIP
NEW YORK

President Alan Scharfe called the annual U.S. Sunfish Class Association meeting to order on Wednesday, August 8. It was held in conjunction with the North American championships hosted by the Sayville Yacht Club on Long Island in New York. The minutes from the previous year's meeting were approved as written in the Windward Leg.

Advisory Council
They are working on a new daggerboard. Bruce Sutphen has been testing a prototype in the frostbiting series. It is a fiberglass "sandwich" with closed-cell foam injected into the middle. It is made to maximum specs, is very stiff, has the standard Barrington shape, but is sailed with the long edge forward. It has a rope handle on top and two rubber plugs running through as deck stops. Pearson says the board will be made, although they aren't saying when, and will cost about $125. Bruce has tested it. He says it does not vibrate and is as fast as any board around.

Treasurer's Report
$3,980 - at start of year
$26,900 - taken in
$25,930 - expenses
$4,949 - in bank as of Aug. 8, 1990
Outstanding expenses - one more issue of Windward Leg
U.S.S.C.A. membership to date - 1188

New Class Office
USSCA has a new office in Michigan. It is being staffed by Terry and Peg Beadie. The office is there to help all members. Please use it. They have lots of information which will be of help to regatta organizers and Sunfish sailors from all regions. Their address and phone numbers are listed in the Windward Leg.

President's Report
— Class will begin making hull numbers and sail numbers match; however, old numbers will be grandfathered.
— Our goal to maintain or increase the regatta schedule has been achieved.
— The 1991 World Championships have been set for the first week of August in Curacao.
— The 1991 North American Championships will be hosted by Bay Waveland Yacht Club in Mississippi and are scheduled for the first week of July.
— A class video has been put together, and is available through the Michigan office. A video library is also being put together.
— Alan wishes to thank the regional representatives, the officers, and a special thanks to Bruce Sutphen for his efforts on behalf of the class.

Nominating Committee
The recommendations of the Nominating Committee to fill the positions for USSCA class officers were:
President - Scott Kyle
Secretary - Jean Bergman
Treasurer - Larry Cochran

It was moved and seconded that this slate be accepted. The slate was unanimously approved by the membership in attendance.

Four east coast regions re-elected their present representatives for another two year term as follows:
Northeast Region - Bob Heckman
New York Region - Joel Furman
Mid-Atlantic Region - Chris Houston
Southeast Region - Lois Blodgett

Alan Scharfe has now taken on the job of ISCA president. The USSCA membership thanks him for the tremendous effort he has put into making our class stronger and more fun than ever before. We wish him well as he takes on an even more demanding job.

Alan says one of his main goals is to obtain sponsorship money from large corporations. He is hoping to get $35,000 for one year or a $100,000 dollar commitment as a four year sponsor. Any sponsorship, however, will be accepted.

Questions
Q. What about boats for the World Championships?
A. The Sunfish Class has to buy the boats. If we get only 40 boats there will be a silver and gold fleet sailed alternately.
Q. What's going on with parts from Pearson?
A. Pearson has not paid some of their bills from suppliers, so parts have dried up. Hopefully, it will get better.
Q. How are we going to pay for and unload 80 boats every year for the World's?
A. We plan to do that, but aren't sure how yet. We're working on it. It would cost $125,000 to buy 80 boats and ship them from place to place.
Q. Can we use older boats and just get new sails for the Worlds?
A. World Council doesn't want to do that yet. It was moved and seconded that the meeting be adjourned.

Respectfully submitted,
Jean Bergman

1990 FOREIGN USSCA MEMBERS
August 30, 1990
Number of new individual members = 7
Number of new junior members = 0
Number of new family members = 3
Total number of new members = 10
Number of individual renewals = 0
Number of junior renewals = 0
Number of family renewals = 0
Total number of renewals = 0
Total Number of members = 10

1990 NSCA MEMBERS
Number of new NSCA members = 100
Number of NSCA member renewals = 0
Total number of NSCA members = 100

1990 USSCA MEMBERS
Number of new individual members = 198
Number of new junior members = 58
Number of new family members = 63
Total Number of new members = 319
Number of individual renewals = 711
Number of junior renewals = 60
Number of family renewals = 180
Total number of renewals = 951
Total number of members = 1270

UNITED STATES SUNFISH CLASS ASSOCIATION
TREASURER'S REPORT FOR
JANUARY 1, 1990 TO JUNE 30, 1990

Balance January 1, 1990 $3,980.48
Revenue:
Dues $24,850.00
Sail Numbers 440.00
Windward Leg Ads 1,319.40
Interest 264.54
Total Revenue $26,898.94

Expenses:
Office Services 9,652.17
ISCA Dues 5,635.00
Sail Numbers 226.12
Windward Leg 9,965.87
Officers' Expenses 120.70
Telephone 33.68
Postage 43.16
Travel 40.47
Misc. 3.39
USYRU 75.00
Tax Exemption 355.20
Total Expenses $25,930.06

Total Balance June 30, 1990 $4,949.36

Office services includes postage, printing, telephone bills, telephone time service, secretarial work, and office supplies (includes regatta schedule costs).
NORTH AMERICAN'S
Sayville Yacht Club, NY

THERE IS A VERY LARGE 'HOLE' IN THE WATER at Patchoque Bay following the Sunfish North American’s at Sayville Yacht Club. It was occupied for a week by One Hundred Forty Two Sunfish... and a lot of varied personalities, all of which are already sorely missed. Sayville Yacht Club has had a brilliant history of entertaining a large number of one-design classes and the grounds there are still vibrant with expressions from members that they have never seen such a “nice” group of individuals - ever. In spite of the traumatic weather, everyone (competitors and supporters) truly enjoyed the week. Thank you notes, made their circulation (with a few exceptions - and it’s not too late). In comparison to 1971’s closing file, Sayville now says, “They want us back, again.” I could not think of a better place to sail. Camping was convenient to the club house/all facilities. Parking was plentiful/close. The launching beach was 1,000 feet of white quartz sand and the decks and swimming pools offered sun/shade and 180 degree view of the races. Entertainment and the top shelf food wore a lot of us out. Each night was the greatest, followed by the following being the greatest. “Who cares how he finished?” The club’s largest concern was — each competitor’s return through New York City and traffic congestion, to get off of Long Island.

Compliments abound for so many, maybe even as many that sailed. Attendance at some of their preparatory meetings seemed that total membership of the club was in attendance to insure our enjoyment. I only hope that all of us responded to the St. Petersburg Trophy Questionnaire. Dedication seemed undying by so many faces and names I’m never able to connect; but in my own forefront are Paul J. Patin, Regatta Chairman; Gerald Mongrain, Treasurer; Paul Bailywick, Housing; Pam Patin, Housing/you name it; Bob Kaiser, Race Committee Chairman; George and Pat Bodkin, R.C.; Doug Westin - Old Pug, in the worst of weather; Tim Palmer - VCR boat; Philip Linker - who maxed his beach front housing beyond Furman’s record 14 bodies. I hope the rest will forgive me for limiting this space.

NEW YORK STATE REGION

THE CLASS IS HEALTHY and BRIGHT! Attendance numbers are up. Fifty-two at the regionals in Moriches the weekend before took the club by surprise. One Hundred dred Fifty-Six at Sayville’s NA’s was double that of Tawas, Michigan. Forty-Three as Southampton’s Sallabration. We owe a lot to our regatta organizers for putting on more than THIRTY SANCTIONED EVENTS in our own area alone between April 1st and January 8th. Most of the following have organized more than one regatta: Joe Sullivan, Tom Rothwell, George Seary, Ronnie Hill, Steve Shephstone, H. Meyhoefer, Jack Weeks, Jack Howell, Robbie Sims, Bob Slagal, Knute Lee, Shirley and Bob Anderson, Vinny Sweeney, and Eric Feldman.... Our heartfelt appreciation goes out to all of you.

MOST IMPRESSIVE is the return of so many sailors to the class that have been out so long. Many others are coming in from other classes. The Seniors (Masters) are appearing at national level in droves/in sailing strength. The first five in Saratoga were all above the 40-50 age bracket.

THE BOTTOM IS WEAK as evidenced by the Junior turn out for the NA’s at Sayville; twenty-five on the junior course and most from out of town and state. Hopefully, SCOTT KYLE’s symposiums for the juniors and maybe a strong suggestion of the initiation of TWO JUNIOR AGE LEVELS and REDUCED ENTRANCE FEES for all national level regattas can kick in a resurgence. It’s up to you to PUSH.

JOEL FURMAN, NYS Regional Director

N.E. REGIONAL
SUNFISH CHAMPIONSHIP
Bantam Lake Yacht Club
Morris, CT
Sept. 15-16, 1990

28 Boats

<table>
<thead>
<tr>
<th>Name</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Bob Beckman</td>
<td>3-10-4-13-10-5</td>
</tr>
<tr>
<td>2. Tom Philbrick</td>
<td>4-3-8-11-1-3</td>
</tr>
<tr>
<td>3. Malcolm Dickenson</td>
<td>1-12-9-3-1-8</td>
</tr>
<tr>
<td>4. Harry League</td>
<td>5-4-2-4-12-11</td>
</tr>
<tr>
<td>5. John Butine</td>
<td>13-4-1-4-9-3-18</td>
</tr>
<tr>
<td>6. Gorton Beach</td>
<td>10-2-10-10-5-9</td>
</tr>
<tr>
<td>7. Paul Odegard</td>
<td>5-8-13-6-2-7-20</td>
</tr>
<tr>
<td>8. Larry Cochran</td>
<td>7-1-2-7-DNF-18-7</td>
</tr>
<tr>
<td>10. David Davies</td>
<td>12-26-6-9-8-10</td>
</tr>
<tr>
<td>11. Ken Charles</td>
<td>2-5-5-3-5-DNF-DNS</td>
</tr>
<tr>
<td>12. Dick Heil</td>
<td>11-18-17-17-13-4-4</td>
</tr>
<tr>
<td>13. Janese Willy</td>
<td>9-8-11-23-14-6-14</td>
</tr>
<tr>
<td>14. Gregory Maute</td>
<td>19-11-7-5-12-9-21</td>
</tr>
<tr>
<td>15. Jack Willy</td>
<td>14-7-DNF-12-7-11-DNF</td>
</tr>
<tr>
<td>17. Gerhart Menzel</td>
<td>18-17-16-14-19-23-23</td>
</tr>
<tr>
<td>18. Fred Abelus</td>
<td>21-18-DNS-DNS-DNS-2-2</td>
</tr>
<tr>
<td>20. Matt Blesen</td>
<td>17-14-12-DNS-DNS-16-15</td>
</tr>
<tr>
<td>22. Paul Borse</td>
<td>24-23-14-16-23-25</td>
</tr>
<tr>
<td>23. Nathan Hutchinson</td>
<td>23-21-21-18-26-19</td>
</tr>
<tr>
<td>24. Ronnie Hill</td>
<td>22-24-20-22-17-25-17</td>
</tr>
<tr>
<td>25. Stephen Wright</td>
<td>20-20-22-20-21-DNF</td>
</tr>
<tr>
<td>26. Mary Charles</td>
<td>DNS-DNS-DNS-DNS-DNS-DNS</td>
</tr>
<tr>
<td>27. John Hutchinson</td>
<td>17-12</td>
</tr>
<tr>
<td></td>
<td>Oyster Bay, NY</td>
</tr>
</tbody>
</table>

An early morning cold front moved through on Saturday, giving way to sunny skies and five to fifteen knot winds for the first two races. After lunch, winds increased, gusting to thirty knots for the remaining three races. Most competitors endured the heavy air, with only a five point spread between the top four sailors.

A variety of home cooked hot and cold dishes accompanied corn on the cob, and hot dogs and hamburgers from the grill, to round out a delicious Saturday evening Bar-B-que.

Sunday brought sunny skies, and light west breeze that died by the end of the second race. After finishing that race, we all headed back for a lunch with last nights leftovers.

After lunch, awards were given to the top four sailors.

— Denis Futterlieb

Left to right, Harry League, Malcolm Dickenson, Tom Philbrick, Bob Beckman, John Butine & Paul Odegard - winners at the 1990 N.E. Sunfish Regional at Bantam Lake Y.C., CT. Photo provided by D. Futterlieb
NEW ENGLAND REGIONAL SUNFISH CHAMPIONSHIPS
BARRINGTON YACHT CLUB
Barrington, RI
June 9-10, 1990
49 Boats

1. Scott Kyle
New York, NY
5.75
2. Len Ruby
Chesapeake, MA
30.75
3. Alan Scharf
West Newbury, MA
37.50
4. Scott Greenbaum
Lake Pueblo, NY
32.00
5. Doug Kaukenisen
Lakeville, NY
39.00
6. Alan Bedwell
Alston, MA
40.00
7. Chris Friend
Newport, RI
50.00
8. Chris Houston
Ambler, PA
60.00
9. Gordon Geick
Collinsville, CT
70.00
10. Jim Kavalekas
Fairfax, MA
71.00
11. Larry Cochran
Manchester, CT
77.00
12. Bill Granger
Weymouth, MA
78.00
13. Mark May
New York, NY
79.00
14. Steven Shredders
Gurnee, N. A. & Brown University, RI
81.00
15. Lee Parks
Newport, RI
83.00
16. Chris Williams
Rome, NY
90.00
17. Steve Bonsa
West Newton, MA
101.00
18. Betsy Healey
Barrington, RI
106.00
19. John Burine
Torrington, CT.
109.00
20. Brian Weeks
Psycho, NY
109.00
21. Eric Woodman
Wayland, MA
119.00
22. Robert Heil
Rehoboth, MA
124.00
23. Eric Costantino
W. Warwick, RI
129.00
24. Bob Buttrn
Plymouth, MA
133.00
25. Courtney Young
Monroe, NY
137.00
26. Tim Dawson
Wickford, RI
137.00
27. Dan Rumpkin
Warren, RI
139.00
28. Will White
W. Hartford, CT
149.00
29. Malcolm Dickerson
New Haven, CT
149.00
30. Paul Odegard
Vernon, CT
146.00
31. Stephen O'Connor
Little Compton, RI
155.00
32. David Weeks
Psycho, NY
157.00
33. Ken Charles
Manchester, CT
178.00
34. Douglas Crawford
Bristol, RI
181.00
35. William Shaw, Jr.
Barrington, RI
187.00
36. Gene Healey
Barrington, RI
188.00
37. Jerry Callahan
Belgrade Lake, ME
196.00
38. Geoff Stubble
Cotuitville, MA
198.00
39. Mike Fortner
Northport, NY
198.00
40. Danny O'Connor
Little Compton, RI
198.00
41. Jerry Brandman
Bristol, RI
205.00
42. Kirk Palmer
Manchester, ME
216.00
43. Peter Beckwith
Wayland, MA
217.00
44. John Malilone Jr.
E. Greenwich, RI
233.00
45. Ryan Ridgely
Warwick, RI
236.00
46. Joe Schwartz
Barrington, RI
252.00
47. Nathan Wardwell
Bristol, RI
266.00
48. Kate Botten
Bristol, RI
276.00
49. Brian Ruby
Chesapeake, MA
286.00

Scott Kyle of New York City had an outstanding showing in the Northeast Regional Sunfish Championships June 9 and 10th, hosted by the Barrington Yacht Club. Kyle took top honors in the 49 boat fleet by winning 5 of 7 races over the two day regatta with a total point score of 5.75. Len Ruby of Chesapeake Hill, Massachusetts placed second with 30.75 points and Alan Scharf of West Newbury, Mass. finished third with 37.50. Chris Friend of Newport, RI won the Bay Cup for the best finish among Narragansett Bay contenders by placing seventh. Terry Boardman of Bristol, RI was the top junior sailor.

SOUTHWEST REGIONAL SUNFISH CHAMPIONSHIP
Houston, Texas

Junior Division
1. Fisher Key
Austin, TX
1-3(2)-1
5.5
2. Charlie Neuhaus
Houston, TX
4-1-1(9)-4
9.5
3. Wesley Holmstrom
Houston, TX
2-4-3(1)-7.3
12
4. Matt Fuller
Overland Park, KS
(7)-5-1-2
12.75
5. Trey Perdue
Houston, TX
3-6-7(3)(10)
19
6. Glenn Callahan
LaPorte, TX
2-4-6-DNS
21
7. Ford Gunter
5-8(9)-6.5
25
8. Jack Bertsch
8-DNS-8.5-8.5
27
9. Joe Harrison
6-7-8(10)-7
28
10. Mattie O'Enrico
9-8-10-4.8
29

Novice Division
1. Doug Sharp
Seabrook, TX
(7)(1)-2-2.5
5.25
2. Pete Meyer
Houston, TX
1-2(DNS)-2.2
6.75
3. Nathaniel Tulloch
Houston, TX
2-1-2(3)
7.75
4. Chris Galn
Houston, TX
3-4-3(4)
14
5. David Howard
Seabrook, TX
(DNS)-DNS-DNS-5.5
20

Women's Division
1. Carter Mcmahon
Houston, TX
2-1-1-2(2)
4.25
2. Kristin Alkerman
Houston, TX
1-2-2-4
7.75
3. Maeve Goddard
Missouri City, TX
3-3-3-2(4)
11
4. Sue Perdue
Houston, TX
4-1-1-DNS
11.75

The first of two Southwest Regional Championship regattas was held at the Houston Yacht Club September 8-9, 1990. The second Southwest Regional Championship regatta will be held at Southern Yacht Club in New Orleans, LA in October. Forty-two boats registered to race in four divisions: Senior, Junior, Novice and Women. There were a total of five races sailed in the two-day regatta.

Hank Saurage from Baton Rouge won the Senior Division while Fisher Key from Austin, Texas won the Junior Division. Beginning sailor, Doug Sharp, won the Novice Division, and Carter Mcmahon won the Women's Division.

— John Focke

Windward Fall/Winter 1990/91
June 30-July 1, 1990 18 Boats

1. Michael Schriver 1-1-1-1-1 10.25
   Wolverone Lake, MI
2. Harry League 4-3-1-4-1 17.75
   Arlington Heights, IL
3. Marc Garrison 3-2-8-7-1 20.75
   Wapakoneta, OH
4. Dave Metzger 2-9-2-6-3 22
   Perrysburg, OH
5. Mark Fisher 8-5-3-2-6 23
   Perrysburg, OH
6. Dan Feldman 10-11-5-3-2 31
   Highland Park, IL
7. Tom Katterheinrich 5-4-9-9-8 35
   New Knoxville, OH
8. John Collier 6-7-8-7-1 41
   Lima, OH
9. Gail Turluck 7-10-6-11-7 41
   Chicago, IL
10. Andrew Hotchkiss 9-7-11-10-9 46
   Winnetka, IL

Junior Championship 7 Boats
1. Joey Langan 1-1-2-1 5.75
   Lima, OH
2. Chris Graf 1-2-1-3 8
   Wapakoneta, OH
3. Ken Graf 3-3-3-2 11
   Wapakoneta, OH
4. Eric Klauber 4-5-4-4 17
   Cincinnati, OH
5. Mandy Boemeke 6-5-5-5 20
   Wapakoneta, OH
6. Charity Eletz 5-5-6-6 23
   Pleasant Hill, OH
7. Morgana Keller 7-7-7-7 29
   Wapakoneta, OH

In a closely matched fleet, Mike Schriver bested 'em all to take his first Regional Championship with consistent sailing in medium to heavy air. With a cold front predicted to arrive in the late afternoon, three races were sailed in a building breeze and hot temperatures. With a scheduled 12:30 start, the Indian Lake Yacht Club Race Committee did a bang-up job getting in the races over a good-sized course by running them back-to-back. When the last boat crossed the finish line in each race they sounded the ten minute gun for the next race! Indian Lake served a delicious lasagna dinner Saturday night for all the participants. The front held off until close to sundown and provided a beautiful lighting display with very little rain. Sunday was much cooler but with a building breeze. The hard luck award goes to Ray Steely who was leading the first race when his halyard parted near the end of the second reach—he did get everything back together and finished the race. Site of a former North American Championship, Indian Lake is a large, shallow, inland lake in west central Ohio. Their property is almost campus-like, with a main clubhouse, a secondary clubhouse, a locker and showerhouse, Sunfish dock, and many slips for other one-designs. The Fun-in-a-Sunfish regatta coincides with the end of ILYC's annual Sailing Camp for junior sailors and gives the juniors an opportunity to test their newly acquired knowledge. Given the blustery conditions on the lake, the junior championship was sailed in the protected bay between the clubhouse and the lake. When conditions permit, however, the juniors sail on the lake too.

—Gail Turluck

Mike Schriver, Marc Garrison, Harry League, Dave Metzger, Mark Fisher (front) were the big winners at the 1990 Indian Lake Fun-in-a-Sunfish Midwest Regional.

— Photo by Gail Turluck

SUNFISH CLASS AT BOATSHOWS

The Sunfish Class will be joining Pearson at various boat shows across the country this winter. The class will be looking for volunteers to man the shows, talk about Sunfish sailing and the Sunfish Class. Attendees will be provided free attendance and get a chance to talk to dealers, manufacturer representatives, as well as prospective Sunfish sailors. The Class and Pearson are now determining which shows will be targeted. Please contact your regional class representative if you are interested in attending a show in your area. Mike Schriver is in charge again this year. His address is: 2518 Tampa, Walled Lake, MI 48390. Telephone 313-669-1974.

PEARSON NEWS

Pearson Yachts Inc. would like to take this opportunity to begin a column to be published henceforth in the Windward Leg. We would like to address several topics as we move forward including Pearson news, technical question and answer and other information pertinent to the relationship between the sailors, the Class Association and the manufacturer. So here goes!

As you are all aware, Alcott had just made new Sunfish tooling prior to the Pearson acquisition. This tooling incorporated several new features which were not proven from a manufacturing standpoint. Over the past 3-4 months we have made several significant improvements in Sunfish construction. This does not obsolete previous boats at all but the new product is more consistent.

What the heck have they done, you ask? We have:
1. Expanded the role of quality control which now ranges from gelcoat to final finish.
2. Placed some of our very best manufacturing personnel into Small Boats.
3. Revisions in trunk and tube lamination techniques to eliminate potential for voids.
4. Revisions to bonding putty at the top of the trunk and tube and at the trunk bottom. These two areas, (3 & 4), have really cut the leaks found during inspection.
5. Switched to water resistant coaming rivets.
6. Revisions in the foam in the flotation blocks to more evenly support the foam to the hull.
7. The production of "club" boats due to overweight is running at 3%. Sunfish are now coming in at 128 pounds consistently.

We will have more to tell you in the next issue on some new ideas we have cooking!

William G. Richards
V.P. of Design, Engineering and Materials

THANK YOU ALAN

Thank you, Alan Scharfe, for making our jobs much easier with "The Sunfish Office" and "Windward Leg." You cared - we knew! We care and hope you know. You are great to work with and we are looking forward to our ISCA working relationship with you as President. We could not have done it without you.

Peg and Terry Beadle
Paul Patin, Chairman of the 1990 N.A.'s in NY looks at the activities of nearly 150 sailors and their families. "What have I done?"

I pledge allegiance to the flag of the United States of America and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

That's one fancy fish on a racing sail. Susan Kane - Kinsey's boat at the NA's - 1990

That's one fancy fish on a racing sail. Susan Kane - Kinsey's boat at the NA's - 1990

Ode to the Sunfish

I pledge allegiance to the flag of the United States of America and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

A very competitive race that requires no more than a small boat. It doesn't drain the cheeks or fill the heart with pride. Simple & fast, and building it makes a happy girl or boy. No big deal to keep it running and rigging is oh, so easy. Doesn't go far enough to make a sailor queasy. So I sail a Sunfish for hours to take me away from the world. The world's most popular boat is certainly one of a kind.

Simple & fast, and building it makes a happy girl or boy.

No big deal to keep it running and rigging is oh, so easy.

Doesn't go far enough to make a sailor queasy.

So I sail a Sunfish for hours to take me away from the world.

The world's most popular boat is certainly one of a kind.
Peg and Terry Beadle of Waterford, MI receive a wooden Sunfish, crafted by Joel Furman and Will White, from the New York State Sunfish Class in appreciation for the Windward Leg.

Relaxing after the N.A. races, Jack Willy on harmonica, Brenda MacKay (on chair), and Chris Houston on guitar.

Sunfish

the Sunfish... hands.

a matching yacht; more than one hand.

Backpack out; tons of fun;

Joy.

it to last;

Boy.

up,

drag; offshore

EASY.

tons of fun;

the grind.

first place

Our tired-out past president, Alan Scharfe. Rain, rain - go away, let us sail our N.A.

The Irish singer at the Sayville Y.C. accompanied by our own Sunfish, Mary Charles.

"Mastings" to the beach in dead calm. These two sailors beat those "daggerboard paddlers".

We think Scott is headed for the gold FISH pond.

First place always receives this honor!
MIDWEST REGIONAL CHAMPIONSHIP
Wolf Lake Open

The 1990 Wolf Lake Open served as the second Midwest Regional Championship for the year. The Wolf Lake Yacht Club threw open their doors wide to welcome the visiting sailors. On arrival, conditions were less than encouraging—cool, light rain, little wind—this undoubtedly kept the fleet size down. Saturday featured conditions ranging from drizzle to fog, temperatures in the low 60's, with winds of 4-8 mph for the first race, and 0-5 mph for the second race. Sunday's conditions were fog, 65°, and 2-6 mph for the third race, partly sunny, 68°, and winds of 6-10 mph for the fourth race, and mostly sunny, 72° and winds of 8-14 mph for the fifth race. The conditions were more early May-like than those expected in the middle of July. The widely varying conditions provided a very good test of the sailor's skills.

Bob Findlay continued his domination string at midwest regattas with a near no winds but that wasn't the case for the 1990 Masters Championship held at the Rehoboth Bay Sailing Association August 18 and 19. Twenty-eight sailors competed in the two-day event held on Rehoboth Bay in Southern Delaware. On Saturday, the race committee kept the fleet out on the course for three races back-to-back. Wind conditions were close to ideal at about six to eight knots; weather was clear and warm. At the end of the day; Harry League was in first place, Dick Heinl in second place, and Morris Pascal in third.

Saturday night the spirited Masters celebrated with a hard crab and pizza dinner on the clubhouse deck. A cool breeze and beautiful sunset set the scene. After dinner a d.j. played records for "oldies" dancing.

On Sunday the weather changed as a storm system approached. Race four was sailed in eight to ten knots. But the final race was windy, especially the finish leg. Overall, Morris Pascal sailed to first place, Harry League was second, while Rob Davis was third.

The overall fleet was divided into seven age categories. Those winners include: AGES 40-45: Davis; 46-50: Harry League; 51-55: George Anderson; 56-60: Morris Pascal; 61-65: Dick Heinl; 66-70: Norton Hutchinson; and 71 and up: Ray Dasch.

— Ann Kelly

WOLF LAKE OPEN
Wolf Lake Yacht Club, Jackson, MI

July 14-15, 1990 17 Boats

Front row (I to r) 1st, Bob Findlay, 2nd, Jean Bergman, 3rd, Kirk Beadle. 2nd row (I to r) 4th, Don Bergman, 5th, Tom Katterheinrich, 6th, Dan Feldman. Third row (I to r) 7th, Mike Scrivner, 8th Paul Wood, 9th, Jim Towler, Jr. Last row (I to r) 1st Junior, T.J. Whitehouse, 10th, Paul May. — Photo by Orpha May

Sunfish Masters Championship
Rehoboth Bay, DE
August 18-19, 1990 28 Boats

Slipper Points
1. Morris Pascal 6. 75-4-.75-5 16.5
2. Harry League .75-4-.75-2-11 18.5
3. Rob Davis 9-5-2-3-2 21
4. David Weeks 4-6-7-4-3 24
5. Dick Heinl 2-3-6-3-12 26
6. David Davies 10-8-6-.75 36.75
7. George Anderson 7-2-13-5-10 37
8. Janice Mason 3-7-16-7-9 42
9. Connie Miller 5-13-5-13-8 44
10. Barry Pierce 11-17-9-6-7 52
11. Ray Buchanan 8-10-6-2-4 54
12. Huber Warner 12-12-10-17-4 55
13. Barbel Polansky 13-11-11-22 69
15. Preston Littleton 14-14-17-14-3 72
16. Norton Hutchinson 16-20-12-15-7 80
17. Betsy Schmidt 18-19-39-8-14 80
19. Donald Hopkins 20-23-23-16-9 100
24. Robert Anderson 24-16-27-23-23 113
26. Robert Buzzye 22-26-24-22-9 123
27. Ray Dasch 23-24-25-26-29 127

Mid-August can be associated with light or no winds but that wasn't the case for the 1990 Masters Championship held at the Rehoboth Bay Sailing Association August 18 and 19. Twenty-eight sailors competed in the two-day event held on Rehoboth Bay in Southern Delaware. On Saturday, the race committee kept the fleet out on the course for three races back-to-back. Wind conditions were close to ideal at about six to eight knots; weather was clear and warm. At the end of the day; Harry League was in first place, Dick Heinl in second place, and Morris Pascal in third.

Front row (I to r) 1st, Bob Findlay, 2nd, Jean Bergman, 3rd, Kirk Beadle. 2nd row (I to r) 4th, Don Bergman, 5th, Tom Katterheinrich, 6th, Dan Feldman. Third row (I to r) 7th, Mike Scrivner, 8th Paul Wood, 9th, Jim Towler, Jr. Last row (I to r) 1st Junior, T.J. Whitehouse, 10th, Paul May. — Photo by Orpha May

WOLF LAKE OPEN
Wolf Lake Yacht Club, Jackson, MI

July 14-15, 1990 17 Boats

1. Bob Findlay 2-1-1-1-1 5
2. Jean Bergman 1-3-2-6-2 13.75
3. Kirk Beadle 5-6-3-5-3 22
4. Don Bergman 8-2-6-2-6 24
5. Tom L. Katterheinrich 6-4-5-7-7 29
6. Dan Feldman 3-5-9-8-5 30
7. Mike Schuler 7-7-4-4-8 30
8. Paul Wood 9-9-7-3-4 32
9. Jim Towler, Jr. Jackson, MI 4-12-8-9-9 42
10. Paul May 10-11-12-11-10 54
11. Gall Turtuck 11-8-13-13-11 56
12. Glenn Betzold 12-14-11-12-12 61
13. David Daniels 15-10-14-10-15 64
16. Andy Zeiger 17-16-17-16-17 83

— Gail Turlock

Windward Leg Fall/Winter 1990/91
NEW YORK REGIONAL CHAMPIONSHIP

DOUG WEFER, dominated the start of the seven race regatta by consistently drifting into position for pin end starts for the first three wins until wind shifts called for line adjustments. Falling back into the pack with following 7-4-9-2 finishes, the series appeared to be open to Paul Patin, Chris Houston and David Dennison to intervene, until the last race.

Most noticable start was granted to first time racer, DON SEIFERT, Posy's father, when he "Port Tacked" the whole fleet by starting on the pin following a thirty degree shift on the fifth race. The rest of the fleet was at the committee boat. Conditions were varied for the weekend and thoroughly tested the expert abilities of the race committee, already burdened by an old "Matthews" that kept KEN MOCKRIDGE up all night, repairing two old "Jezabels" so the boat could go from point 'A' to Point 'B' and his wife, LINDA MOCKRIDGE, who, without her doctor's and surgeon's consent, ran a regatta from the boat's rocking bridge, a few days following "vertebrae surgery."

Again, the club's hospitality was beyond comparison. The swimming pool—delightful following the races; coffee and donuts for breakfast both days; the kegs of beer and chicken barbeque on Saturday, brought us all together for a fun weekend with the locals and many who traveled so far. Compliments also go to ANGELA RUFFING and MICHAEL COOPER for registration and collecting those membership dues. Also, BRIAN WEEKS for finding a home for the event's location and ROBBIE SIMES, for putting it all together.

— Joel Furman, NYS Regional Director

1990 New York State Regional Championship
Moriches Bay Yacht Club
Center Moriches, NY

July 7-8, 1990 52 Boats

<table>
<thead>
<tr>
<th>Name</th>
<th>State</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Douglas Water</td>
<td>Sea Cliff, NY</td>
<td>15.25</td>
</tr>
<tr>
<td>2. Paul Jon Patin</td>
<td>Blue Point, NY</td>
<td>20.25</td>
</tr>
<tr>
<td>3. Christopher Houston</td>
<td>Philadelphia, PA</td>
<td>25</td>
</tr>
<tr>
<td>4. David Dennison</td>
<td>Blue Point, NY</td>
<td>32.75</td>
</tr>
<tr>
<td>5. Christopher Williams</td>
<td>Durham, NC</td>
<td>35</td>
</tr>
<tr>
<td>6. Joel Furman</td>
<td>Bellport, NY</td>
<td>38</td>
</tr>
<tr>
<td>7. Lawrence Suter</td>
<td>Mattituck, NY</td>
<td>38</td>
</tr>
<tr>
<td>8. Jack Willy</td>
<td>N. Weymouth, MA</td>
<td>48</td>
</tr>
<tr>
<td>9. Scott Snelbaum</td>
<td>Springdale, CT</td>
<td>55</td>
</tr>
<tr>
<td>10. Smeaders</td>
<td>Curacao, Netherlands, Antilles</td>
<td>50</td>
</tr>
<tr>
<td>11. Courtney D. Young Jr.</td>
<td>Monroe, NY</td>
<td>58</td>
</tr>
<tr>
<td>12. Brian Weeks</td>
<td>Patchogue, NY</td>
<td>70</td>
</tr>
<tr>
<td>13. Posy Sefert</td>
<td>Summit, NJ</td>
<td>76</td>
</tr>
<tr>
<td>14. Lawrence Cochran</td>
<td>Manchester, CT</td>
<td>77</td>
</tr>
<tr>
<td>15. John Bohne</td>
<td>Torrington, CT</td>
<td>79</td>
</tr>
<tr>
<td>16. Malcolm Dickinson</td>
<td>Newport, RI</td>
<td>94</td>
</tr>
<tr>
<td>17. David Weeks</td>
<td>Patchogue, NY</td>
<td>103</td>
</tr>
<tr>
<td>18. John Zembiski</td>
<td>Bohemia, NY</td>
<td>116</td>
</tr>
<tr>
<td>19. Ira Cohan</td>
<td>West Hempstead, NY</td>
<td>117</td>
</tr>
</tbody>
</table>

The winners of the regional at Center Moriches, NY.

— Possey Sefert at Center Moriches, NY. Say ah-hi! — Furman Photo

Super Quality Sunfish Covers
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 polyester bottom 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.

Our padded hiking strap can make hiking a pleasure, too. It's a 2" wide strap surrounded by 1/2" foam, covered in tough, quick-drying nylon (available in 18 colors). Call Craig for details on:

Deck Covers / Bottom Covers
Padded Board and Rudder Bags
Boom/Sail Bags / Repairs
100% Satisfaction Guaranteed

FabriCraft
Liverpool, NY 315-453-2265

NOTICE

SUNFISH MIDWINTERS
by Ella Haberland

The Sunfish Midwinter Championship will be held at Satellite Beach, FL, March 21-24, 1991. The sailing site is on the Banana River with plenty of water room to set any type of course we desire. We are an hours drive from Disney World, and 30 minutes from Kennedy Space Center. The beaches are within walking distance.

We hope to make arrangements with local EconoLodge for a block of rooms - price range $40.00-45.00, up to 4 persons per room. This is the time of the Florida tourist season. It would be advisable for anyone wishing to attend the event to contact us and we will make reservations for them.

Tentative schedule as of now is for registration and practice races on Thurs-day. Registration until noon on Friday. The first race will be at approximately 1 P.M. Fri-day. For more information contact: Bill Haberland, 437 N. Neptune Dr., Satellite Beach, FL 32937.

Windward Leg Fall/Winter 1990/91
CURACAO: ANOTHER SUNFISH DREAMLAND

By Alan Scharfe

The Sunfish Class has once again discovered another exotic tropical outpost to host a World Championship. Thanks to the generosity of ALM, the Antillean Airlines, and the hospitality of Christa and Alex Roose along with the Curacao Sunfish Sailing Association, I was able to spend five days in paradise and experience first hand all we have to look forward to next August.

In my short stay, I was able to visit the location of the regatta, meet with the hotel personnel, local press, tourist bureau, committee chairman, and potential sponsors. During my spare time, I was able to do some sightseeing and even got to race on the last day of the Curacao National Championship and in their Thursday Night series. The visit which was productive and enjoyable makes me look forward to the 1991 World Championship on August 4th through the 11th.

The trip from the states on ALM was uneventful and a pleasant journey with departure and arrival on time. Alex met me at the airport and set me up in his guest room and lent me his spare car for the week to travel the island. An afternoon’s drive to the west end of the island displayed long stretches of uninhabited lands, greener than expected, with hills and bluffs surrounding small, almost rural hamlets along the way. Along the coast were breathtaking cliff views surrounding inland waters and beaches that you could have to yourself.

The capital, Willemstad, is a pleasant mix of a Caribbean marketplace with a quaint European village atmosphere. There is a floating market where fresh fish, fruit and vegetables are sold literally off the boat at dockside with all the sounds and charm of an old Caribbean marketplace. The city has many little shops contained in buildings, exhibiting typical European architecture and waterfront restaurants that overlook the sea. All in-town can be seen easily by foot with the ever present breeze blowing to keep you cool.

The Regatta will be held at the Princess Beach Hotel and Casino. The hotel affords a perfect location for the World Championship. Full sized modern resort rooms will be available with triple and quadruple rates available for those on a tight budget. Sunfish will be kept on hotel beach front with facilities for ceremonies, parties and banquets all in one location. The hotel with open terrace for dining, two outdoor bars, pool, hundred of yards of beachfront, and casino will provide for sailor and guest alike. The beach is protected by a seawall to allow for easy and safe launching. The hotel provides free bus trips to and from the Capital (15 minute ride) every hour. Next to the hotel is Diving tour center for those who like to go under as well as on the sea. Next to the diving center is a Sea Aquarium with both indoor and outdoor tanks. The racing will take place in open water, directly off the hotel beach. The steady Curacao winds will most likely allow for a jibe mark within site of the hotel or Sea Aquarium deck. The winds in the summer are more moderate than during the rest of the year, but had been blowing between 15 and 20 every day of my visit. The heat in the Caribbean summer is not more than a hot New England summer day, but the constant cooling breeze is a pleasant change, compared to the heated drifters we have all too often.

I would like to again thank ALM, Crista, Alex, and the Curacao Sunfish Sailing Association for the chance to experience this island paradise. I will keep warm thinking of my day on Spanish waters during the winter and I look forward to seeing everyone at the 21st Sunfish World Championship in Curacao next August. It just may be the best World Championship ever!
A new column on ideas and upkeep

A breakdown in a major regatta can be disastrous, so it is a good idea to "beef up" your boat in a few places. After suffering a few breakdowns over the years and seeing other people break down, there is now quite a list of things that I recommend, even for a boat freshly out of the box.

The first thing we do down at the boat shop is to install a six-inch deck plate just forward of the daggerboard trunk. This will allow us to fix a couple of things. First, these new hiking straps are for kids unless you reinforce them. I have already seen three people go swimming in the year and a half that they have been out. Self-tapping screws in fiberglass do not have that much holding power. Pearson got smarter and now they are putting an aluminum backing plate up front, but I would still throw in a teak block and through-bolt the strap with 10/24 stainless steel bolts. The inspection port allows us to do this. You can through-bolt the aft end of the strap by putting two small deck straps on either side of the cuddy drainage lips and through-bolt them. There are a number of ways to fasten straps. I just recommend this way. Make sure you use plenty of silicone sealer in all that you do.

The inspection port can also allow you to go forward under the deck. After vanging hard for heavy air in a local regatta last year, I pulled the fairlead right off the deck in the middle of a race. I "jury rigged" the halyard, but still, you don't want this happening. I recommend through-bolting it, too.

The inspection port is simply a good idea. You can keep an eye on how much the boat is leaking and you can bail it out between races. You can get a storage bag to fit it and you can also install a nice racing compass into a spare port cover.

On the rudder pintel, there is a small snap ring that holds the weight of the entire spring mechanism. This does not always fail but I've seen a couple of sailors lose rudders going upwind. The stainless pintel is relatively soft. Take off the unit and drill a hole through it just underneath the snap ring groove. A 5/32" stainless steel cotter pin will last for years.

Tiller straps have a habit of breaking after a few years. Believe it or not, they take a lot of strain, considering most of us sail with some degree of windward helm. The rules allow for a second set of tiller straps. This is a great idea! Not only does it beef it up, but it makes for a nice stiff helm.

Boom blocks that break are another common breakdown. Again, when the boat is new I through-bolt them with 8/32" stainless steel machine screws and drill out the rivets. You will never have to give them a thought again.

At the 1986 World's, Scott Kyle broke down when his black plastic mast cap came out of the mast. This is an uncommon breakdown, but I would still check to make sure that the little pins are installed.

Last year, in race two of the New York Regionals, as I tacked on to the finish line in fourth place, my whole rig came down on top of me. The mast had snapped at the deck. This was caused by electrolysis under the duct tape wrapped around the mast base. It would be a good idea to take the tape off for a few months when the boat is not in use.

The daggerboard has definitely got to be "beefed up." This is crucial if you clear your board for seaweed a great deal. Take the handles off and replace the four screws by drilling all of the way through and bolt them back on (epoxy them on, too, if you can) with 10/24 x 3" stainless steel machine screws. Go to your nearby marine supply and pick up a handle for the top of the board. It will save you time and muscle in the board clearing game.

Preventing breakdowns is mostly in thinking beforehand about what could go wrong. Through bolt anything you can without affecting performance. A little dab of epoxy on fastenings can't hurt either. The Sunfish is a production line boat. A little extra time can perfect the boat in to a tough sea-going craft.

THE WORKBENCH

By Brian Weeks

A new column on ideas and upkeep

LINDSAY WINS SUNFISH CIRCUIT

by Steve Honour

The wind howled. Whitecaps churned up a froth. Twenty-five brave Sunfish sailors donned hiking pants and tied Jens rigs as they traded stories of jibe mark experiences. These were the remaining survivors of the circuit assembled on a Clearwater beach to decide who would become the leaders and who would ride in their wakes.

A late cold front blew through the Suncoast May 6 and 14 as 17 knots out of the SW sang a song this audience was happy to hear. It was the last day of the PIXIE SUNFISH CIRCUIT and some came from beyond Tampa Bay to compete. Dave Guardian of Orlando won the Champion Division and Jack Sengstacken of Georgetown SC was the last man to experience it, and all on a budget. Rarely can so much be found for so little. No wonder seventy-nine boats were drawn to it last season. Soon the magic brew will boil once more. Live the excitement. Summon your friends and join the frenzy.

Stories of the circuit have now been published internationally in the Sunfish class newsletter "Windward Leg." We are gaining a reputation. People call me from all over and tell me they wish they lived in Tampa Bay so they could have such quality racing at their fingertips. Be a part of history in the making. The experiences are all improving. In 1989, 26 of 42 in the SE Regional Championships were from the circuit; 5 of the top 10. In 1990, 10 of 33 in the SE regionals were from the circuit; 5 of the top 10 again. We are truly a force to be reckoned with.

Don't let the chance to ride this wave of excitement slip through your fingers. Seriously consider the new PIXIE SUNFISH CIRCUIT and you. Call Steve Honour (813) 398-1278 for more information.
RULE CHANGES EXPLAINED

By Paul Odegard

Back in 1989, rule #3.5.5 was changed to allow two cleats "with integral sheave or closed fairlead" mounted on the spars to facilitate foot/luff adjustments. These specific types (integral roller or fixed fairleads) of cleats were legalized to facilitate sail tensioning with a mechanical advantage. With the new heavier racing sail material, a higher mechanical advantage may be needed to flatten the sail for heavy air racing. Cleats that work nicely for this application are the CL 236 ClamCleat® for 3:1 ratio or the CL 203 for 2:1 as illustrated below. These cleats should be readily available at ships' chandlery that stock sailboat/dinghy supplies. Just a word of caution to the strong arm gorillas out there — you could potentially shear the plastic fairlead on the spar end caps if you over-tension. So cool it!

In response to concerns that some Sunfish sails may eventually stretch out to the spar ends and thus potentially become use-limited, your ISCA Advisory Council passed a rule change last February (see Spring issue) that should rectify the situation, beginning 1-1-91, (pending IYRU approval) as follows:

Rule 3.7.5 "Outhaul lines may be replaced with a line of any type and any length for the sole purpose of making a more easily adjustable outhaul/INHAUL for each boom. This rule will now permit both the luff (Cunningham rule 3.5.5) and foot to be adjusted inboard (towards the tack) as shown in the sketch. In this way a baggie stretched-out sail can still be flattened while only "puckering" a small area near the tack, thus extending the life of an old "spinnaker".

PIE/CENTLY
MASTERS SCORING SYSTEMS

By Ray Dasch

The system Charlie Clifton and I devised for the 1990 Masters International, held in Sarasota, last March opened the door to modification that apparently can be applied to most Masters—and be easy to administer as well.

The problem that has eluded solution so far is that of sorting the fleet into age groups that gives those in each group acceptable competition.

Charlie's solution was to divide the fleet of 38 into groups of 14, 13, and 11, reducing the numbers in the latter groups to provide a slight age edge. Those 70 and older were given point-per-race reduction. He than assigned ages in chronological order to each group until its quota was filled.

Sailors aged 40 to 47 filled the first group of 14. (47%)

Sailors aged 48 to 59 filled the second group of 13. (35%)

Sailors aged 60 to 74 filled the third group of 11. (18%)

It turned out that the oldest group had the greatest age span and the youngest group had the smallest span. Earl Gerloff, at 74, was competing against Eric Ericson and Sonny DeCosta, at age 62, among other youthful (relatively) contenders.

If the factors of ages and numbers could be reversed, a system might emerge that could achieve the goal of acceptable competition. Make age the controlling factor instead of how many comprised the fleet.

To test the modification, I chronologically ranked the fleet of 38, then divided the age span of 34 (40 to 74) by 3 and got three groups: 40-52, 53-65 and 66-74. I then put each sailor in his proper age group and came up with

Age group 40-52 received 18 sailors (50%)

Age group 53-65 received 13 sailors (33%)

Age group 66-74 received 7 sailors (17%)

It was a winner. Dividing the age span by 3 appears to produce age groups that gather much the same percentages regardless of the total number of sailors.

To see if the 50-33-17 percentages were consistent, I applied them to the 49 racers whose ages could be identified in the 1989 International in Clearwater. The age spread peaked in the middle group.

Age group 40-52 received 19 sailors (39%)

Age group 53-65 received 21 sailors (43%)

Age group 66-73 received 9 sailors (18%)

I changed the spans of the age groups to bring the percentages back to 50-33-17 percentage range.

Age group 40-53 received 25 sailors (50%)

Age group 54-67 received 17 sailors (34%)

Age group 68-73 received 7 sailors (15%)

So all you have to do is rank the fleet by age, divide the age spread by 3 and fill the resulting age groups from the ranked fleet. If the middle group peaks, adjust the age spans.

It might help scoring the finishes, and speed the final toting if the score sheet was set up by age groups. A technique used in the old Senior Olympics regattas would help identify the finishers. Have the fleet tie streamers of different colors to their spars to identify their groups.

NORTH AMERICAN'S CHAMPIONS

From the Buttner Archives

CHAMPIONS

1. 1953 Scott Stokes Candlewood Lake, CT
2. 1964 Dave Davies Wauquait Lake, MA
3. 1965 Scott Stokes Indian Lake, MI
4. 1966 Will White Cazenovia Lake, NY
5. 1967 Henry Post Quebec, Canada
6. 1968 Will White Devil's Lake, MI
7. 1969 Carl Knight Cazenovia Lake, NY
8. 1970 Dick Griffin Winnetka, IL
9. 1971 Jack Evans Sayville, NY
10. 1973 Major Hull Devil's Lake, MI
11. 1973 Carl Knight Fort Monroe, VA
12. 1974 Carl Knight Association Island, NY
13. 1975 Joel Furman Indian Lake, Russells Point, OH
14. 1976 Jens Hookihan Association Island, NY
15. 1977 Buddy Brown Seabrook, TX
16. 1978 Nat Philbrick Barrington, RI
17. 1979 Alan Beckwith Springfield, IL
18. 1980 Joe Blouin Gulfport, MS
19. 1981 Paul Odegard Charleston, SC
20. 1982 Leonard Ruby Ontario, Canada
21. 1983 Derrick Fries Wilmette, IL
22. 1984 Lawrence Maher Houston, TX
23. 1985 Derrick Fries Brant Beach, NJ
24. 1986 Lawrence Maher Corpus Christi, TX
25. 1987 Scott Kyle Charleston, SC
26. 1988 Bob Findley Rehoboth Bay, DE
27. 1989 Derrick Fries Tarasaw Bay, MI
28. 1990 Scott Kyle Sayville, NY

Multiple North American Winners

Two Time Champions
(1969,1985) Will White
(1953,1955) Scott Stokes
(1957,1989) Scott Kyle
(1966,1984) Lawrence Maher

Three Time Champions

MASTERS INTERNATIONAL REGATTA

It's never too late to enjoy a fun packed weekend in the sun, washed by comfortable breezes and capped by an invigorating racing schedule to get the juices pumped up. The MIAMI YACHT CLUB, as host of the MASTERS INTERNATIONAL REGATTA, is planning SUNFISH SAILORS OVER 40 years of age (but not necessarily a member of ISCA) to be part of the enjoyment. (And we have a few of our own to make sure only the best survive.) The next question is the W's; what, where, when, and you already know the why, -- HAVE FUN!!!

WHAT: Masters International Regatta
When: March 14-17, 1991
Where: Miami Yacht Club
1001 McArthur Causeway
Miami, Florida, 33132

TENTATIVE SCHEDULE:

Thursday
—Registration and tune-up race.

Friday, Saturday
—Full day of racing

Sunday
—Final races and trophy presentation

Additional activities are planned to keep you busy but put you to bed early.

Your contact:
Sandy Bagdan
MYC Race Chairman
Home telephone (305) 279-9325

Following this Regatta, you can drive up the coast a "few" miles to be right in time and tuned-up for the National Midwinter Championship at Satellite Beach on March 21-24, 1991.

Make your plans now to attend. Drop me a note at the MYC telling me you are coming and I'll get further details to you to assist in planning a truly enjoyable racing weekend.

Windward Leg Fall/Winter 1990/91
A REVOLUTIONARY SAILING PROGRAM

by Mary A. Wells

In this efficiency-conscious age of haste, we find instant potatoes, instant cereal, instant coffee, instant tea, and literally instant everything.

So why not "instant" success as a sailor? Why not just add water, stir in a Sunfish, with a dash of skipper, a helping of sheet, topped off with a multi-colored sail?

Why? Because we all know it takes lots of practice to be good, and that means lots of time and effort — a lot of dues must be paid!

But, if one week can qualify as "instant" in the realm of sailing, someone has come up with a formula that seems to work.

Sailing Seminars was founded just two years ago and has already put on over 20 such seminars in that time. From a stock of intermediate sailors these seminars have created three National Champions, more dozens of sailors that went back home to •

Of time and effort - a lot of dues must be paid!

White noted that usually at the beginning of the week there are only a few if any boats on the line at the starts. But, by the end of the week, and after many drills designed to get the sailors aggressively on that line, every boat was charging fast and right on the money, each with a spot and each fighting for position.

By the end of the week, each sailor will have started over 200 times, rounded over 300 marks, and tacked and jibed nearly 800 times — probably more than some sailors do in their entire sailing careers.

All of this is done under the watchful eye of the coaches and one of the world's best sailors — a guest expert who is armed with a boat and bullish. The guest expert gives on-the-water advice on sail trim, weight distribution, and tactics, or whatever is needed.

On-the-water suggestions allow the students to actually see and feel the speed, or the mistake. Usually, the only help you might get is from a buddy while standing around the beer keg after the regatta is over — and he's got the trophy. And even then that information may be in doubt — he may not want you to beat him in the next regatta either.

The participants are also under the forgiving eye of the video camera during these many drills. So, in the evening, everyone gathers around the TV set for nightly video critiques and discussions. This has been a powerful tool that graphically shows why one boat wins consistently and the other one loses consistently.

The seminar is held in the tropical Florida Keys at the Plantation Yacht Harbor Resort. The boats can be sailed right off the protected beach to the course. You will sail on shallow, crystal clear waters with trade winds averaging 10-15. The resort also offers tennis, basketball, volleyball, jet-skis, diving/snorkeling, and a full-service marina.

The price of this BYOB (bring your own boat) affair, which includes the course, room, food, tax, and gratuity, is only $590. Eric Sharp, Outdoors Editor for the Miami Herald said, "Imagine a golfer paying $590 for a week of lessons from Jack Nicklaus and Curtis Strange... or an amateur tennis player in a similar school with Jimmy Connors and Ivan Lendl as teachers." This is what the seminar is all about.

It's about time sailors started taking the advice they keep giving their children, that "Practice makes perfect."

After all, we give our kids dancing lessons, piano lessons, gymnastics lessons. We pay for coaches and send them to summer camps and clinics and seminars for everything from tennis to horseback riding.

The next scheduled seminar is "SUNFISH WEEK SEMINAR" from April 7-12, 1991. At last the is a camp for us.

For more information, call (305) 451-3287 or write: Rick White's Sailing Seminars Box 2060, Key Largo, FL 33037

BE A WINNER! SIGN UP NOW!

Rick White's

SUNFISH WEEK SEMINAR

April 7th-12th, 1991

- In the Beautiful Florida Keys -

5 DAYS OF:

• Boat Handling
• Boat/Sail Tuning
• Tactics
• Tactics & Jib (over 500)
• Starts (over 200)
• Mark Roundings (over 300)
• Upwind/Downwind
• Mechanics of Sailing
• On Water Drills (all day)
• Lectures/Video Replays (Even) Designed to improve all skills for the advanced & intermediate racer as well as the novice sailor.

at PLANTATION YACHT HARBOR & RESORT

Our Seminar Headquarters

Rates: Includes, Meals, Taxes & Gratuities. $100 Deposit to Hold Spot.

$550 Person Includes Seminar Fee, Room (dbl. occ.)

LIMITED TO 50 BOATS

Call Rick White or Mary Wells:

305-451-3287

~Bring Your Own Boat~
OLYMPIC UPDATE
NANCY'S EUROPE DINGHY REPORT
It has been a busy year sailing all over the world with my Europe Dinghy. Starting the year off with the Olympic Classes Regatta in Miami, I got quite an introduction to the class. The winds blew 12-28 knots during the whole regatta, which left me quite tired and sore, but I did learn some valuable boat handling lessons. We were treated to having three Europeans join us for this regatta: Annabel from France, Malin from Sweden, and Johanna from Finland. They easily showed us that we had a lot to learn about sailing the Europe Dinghy. None of the fleet, except one person, even came close to seeing those speedy women on the race course.

In the next event, I learned about cross-country driving when Tim Hotchkiss and I drove 56 hours straight through from Key West to Long Beach, California, for the Alamitos Bay YC Olympic Classes Regatta. Moderate winds prevailed and we saw some unusual sights while sailing—sea lions and whales. I finished sixth, which kept me ranked third on the team, with one ranking regatta to go.

In June, I traveled to Marblehead, Massachusetts where we were finally able to experience some light air sailing. I adapted well to the conditions and I tied for first place with the U.S. Women's National Singlehanded Championship with Pam Pennell from Florida. I was now ready for the next regatta in Minnesota, one week away.

The Olympic Sports Festival was a fantastic event in which to participate. We were one of 28 sports proudly participating and getting the feel of what the Olympics might be like. Sailing was held on Lake Minnetonka in everthing from 3-30 knots. The trainer, Ron Zelhoff from Miami, provided the team with special assistance, taking care of everything from a scrape on our leg, to sore muscles and bruised egos. On a windy practice day, we all got lots of capsizing practice as jibes were tricky, to say the least. I was very happy to win this event as I proved to myself that I could still remember how to sail shifts and handle a wide range of wind conditions.

Just two days after the Olympic Fest*, I found myself heading off the Europe and to Italy. Livorno was the sight of the Europe Dinghy Worlds. The Pre-Worlds gave us an understanding of just how many people actually sail “Europas”. We had 430 boats in six fleets with both men and women ranging in age from 12 to 62. It was exciting to compete against so many people! I was happy just to end up in the 30’s overall and be the second-best female finisher.

During the regatta, I had a harrowing experience! I’ll never forget as a storm came through the fleet. Having to sail to windward, three and one half miles, to reach shore in the 35-40 knot winds, I got very tired. About one mile offshore, I capsized. In righting my boat, it slipped out of my hands and cartwheeled away from me. I swam after it, but the wind and the waves made it impossible to catch. I was faced with a decision to either shed some heavy sailing clothing and continue swimming after my boat, which was blowing further and further offshore, or to turn the other way and swim the mile back to shore. I saw some other boats coming, so I tried to intersect their paths—to no avail. Finally, I decided to take off my boots, hiking pants, and sweatshirt and make a wholehearted effort to swim towards my boat. Just then, a big trawler came up behind me and rescued me. I had been alone in the “Med” for 15 minutes. It seemed like hours. It was heartbreaking to leave my boat behind, as it continued to be swept out to sea.

I made it back to shore. After I arrived, I learned that 60 boats had been abandoned and some sailors had to be taken to the hospital. One sailor was airlifted for eight hours on her boat and was rescued at 10 p.m. I was more fortunate than others as my boat was recovered with only minimal damage.

The rest of the world’s was much tamer. Our fleet narrowed to just 110 ladies. The winds stayed in the 2-4 knot range all week. I finished 14th in the fleet. Since it was my first worlds, I was very pleased with my performance. Not only did I finish in the top 15% of the fleet, but I beat the three European women that I sailed against in Miami.

My last regatta on the circuit, so far, was the Women’s World Championships in Hoorn, Holland. Moderate to strong breezes prevailed all week, as the winds stayed in the 12-24 knot range. I fared poorly in the fleet of 80 because of too much “capsizing practice” during the races. It was time to come back to the US to continue my training.

The upcoming 1991 season looks equally as busy. I’m excited to compete in a new boat and to test some innovative sail and mast designs. If I continue learning and improving as much as I have this year, the future looks good for ’92. BARCELONA OR BUST!

Adapted from Nancy’s report by C. Ras-Allard

Ed’s. note: The 1986 Midwinter Sunfish Champion needs funds to continue her campaign. Contributions can be sent to this address:
Nancy Haberland
4 Newam Cottage
Watch Hill, RI 02891
Please make your checks payable to the US Sailing Foundation — earmarked for the Nancy Haberland Account.

FLEET CAPTAINS
KEY TO MEMBERSHIP DRIVE
A grass roots program to get purchasers of new Sunfish to join USSCIA/ISCA is underway.

Alas Scharfe said letters that kicked off the campaign were sent last September to all Fleet Captains, dealers throughout the country, and, (through Pearson), to purchasers of new boats. A general new release was sent to fleet captains for publication and airing in print media, radio and TV stations in their areas.

Alan is confident the long-term program will bring a substantial increase in membership because all the action will be at the grass roots; the dealer level and the club level through the involvement of fleet captains.

Basis for the program was the decision in 1989 to offer free one-year memberships to first-time purchasers of new Sunfish. “The core idea is, if a hesitant buyer knows an experienced sailor will help him get his boat rigged properly and started safely on the water he will be more apt to buy the boat, and inclined to join us. I know the fleet captains will support the program. What gives more satisfaction than helping someone get into sailing?”

Channels have been set up to “sell” the associations to purchasers. Pearson is putting a letter aimed at the purchaser in boats before shipment. A letter apprising the dealer of the program, and advising him a fleet captain will be contacting him, has been sent to hundreds of Sunfish dealers.

Letters have been sent to 124 fleet captains telling them names of purchasers in their area will be coming to them for contact, and asking them to offer their experience to local dealers as a post-sale resource.

To get the free membership story to the general public, a fill-in-the-spaces news release has been sent to all fleet captains with the aim of giving the boat and the program widespread visibility.
Question: I have a 1975 Sunfish and would like to add a hicking strap. What is the best method of installation?

Answer: Today, boats are built with hicking straps already installed, but many of us sail in the “old style” Sunfish, and want to add a hicking strap to bring our boats up to speed. Brian Weeks, along with his father, runs Weeks Boat Yard. Having worked on many Sunfish for sailors in his area, Brian is an expert at hicking strap installation. He makes the following suggestions: 1) Put a 5” or 6” inspection port on your deck just in front of the centerboard trunk. (An inspection port on the front left or right side of the cockpit is o.k., but will tend to weaken the area around the hicking strap). 2) Get an approximately 6” piece of teak to use as backing for the bolts of the hicking strap. The teak, which is light and soaks up very little water, adds strength and support to the front of the hicking strap, where the stress is greatest. 3) Through-bolt two eye-straps, approximately 3” apart, at the desired height on the front side of the cockpit. Use 10/24” stainless steel bolts, or bolts with a similar diameter. Make certain, however, that they are stainless steel. 4) Through-bolt two more eye-straps on the lip of the cubby hole, with the ends of the bolts going through the lip and into the cubby hole, not into the hull itself. 5) Finally, tie off your strap, using line and shock chord as desired. 6) If you do not want to put in an inspection port, you may use hefty self-taping screws for the front part of the strap, setting the screws in West Epoxy before screwing them into the cockpit wall.

The 4 eye-strap and teak-backing system is virtually unbreakable. After Brian installed a strap in my boat, I went sailing on a 25 + knot day with the sole intention of trying to break my strap set-up. It held out with a hint of cracking.

Question: I am concerned about some comments and actions I saw at the North American Championship. It concerns “pumping”, “ooching”, etc. I would like to know what is allowed by the Class as well as what is allowed by the rules. It seems there is a difference. There were several racers telling other racers that they were violating the rule, but no protests were filed. Why??

Concerned Racer

Answer: Our sport is unique in that the rules are primarily competitor enforced. Although many rules are clear-cut such as the rules governing port/starboard, the one minute rule at the start, and the hitting of a mark, other rules contain some gray areas. One such rule, the one governing propulsion and kinetics (pumping, ooching, rocking, sculling etc.,—Rule 54), although significantly modified over the past decade, is still viewed as nebulous. Unlike a port starboard incident, an infraction of rule 54 is often a judgement call by one competitor concerning another. Whereas few would hesitate to protest a port tacker who hit them while they were sailing on starboard tack, many feel awkward about the idea of throwing out a fellow competitor for moving his or her arm too frequently or body too abruptly. Furthermore, the line between adjusting body weight for boat and sail trim, and rocking and ooching is often in an easily planing/surfing and weight sensitive dinghy like the Sunfish.

Rule 54 states clearly what can and can’t be done given different conditions on the race course (See IYRU rule book). The rule states that a class may alter or add to certain sections of the rule, but the Sunfish Class has not altered the Propulsion Rule for its own purposes. There are several factors which make the enforcement of rule 54 tricky, and must be taken into consideration.

1) The conditions: Rule 54 states that when surfing or planing is possible, a sailor may pump the sheet of the sail one time in order to initiate a plane or surf. Problems arise in determining when these conditions exist. Short of having a jury on the water who would raise a flag as to when planing and surfing are possible, the determination of the conditions must be left up to the competitors. Conditions, however, vary from one part of the course to another. Consequently, a sailor on the first reach may see a sailor on the second reach pumping, and think that the other sailor is doing so illegally. However, the sailor on the second reach may have his own puff, or may be riding a wave created by a passing motor boat. This fact adds to the difficulty of determining when pumping is legal.

2) Varied styles/skills of sailors: Often a competitor or judge uses surrounding boats to determine if a sailor is infringing the propulsion rule. The problem here is that sailors have different techniques when sailing. Whereas one sailor may “stand-out” next to others, that may be a function of how he/she sails his/her boat. Furthermore, if one sailor is pumping on waves and adjusting his weight to help steer up and down waves while the others around him are sitting still on their boats, the sailor who is pumping and adjusting his weight will appear to be sailing illegally, even if he is sailing within the rules. The different styles and skill levels of sailors in a fleet adds another difficulty to standard enforcement of rule 54.

3) Hesitation to protest: As mentioned above, sailors often feel embarrassed or hesitant to protest for possible infractions of rule 54. Often sailors are unsure as to whether another competitor actually did infract a rule, and do not want to be seen as a jerk for tossing out a fellow sailor. The gray areas inherent in the rule, combined with the possible reaction of other competitors, causes sailors to pass on protesting, figuring that someone else will protest if the sailor who is pumping, etc. is actually breaking the rules.

Unfortunately, there are no easy answers to the problems surrounding the enforcement of rule 54. I would not advise protesting someone the first time you see them slide their weight forward on a reach—perhaps they had to itch their rear end. Saying nothing, however, does as much injustice as throwing the book at someone prematurely. Imagine a sailboat race where no one said or did anything about rule infractions such as people being over early, port/starboard, etc. The result would be both chaotic and unfair sailing. Remember, the rules were designed to make yacht racing both safe and fair for all competitors.

I would suggest, however, giving a warning to someone on the course, and then approaching that sailor after the race to express your concerns. If the sailor persists in making actions that you deem to counter the rules, try to get a couple of witnesses to back your claims. Indicate to the sailor your intent in protesting, and let the jury, given the various testimony, decide if any rules have been infringed. With this approach, you will have given the sailor a chance to assess his own actions, as well as gained support for your case from fellow competitors.

The point is that communication amongst sailors is critical in creating a level playing field for all competitors. Telling a sailor of your concerns on the spot or immediately after a race, rather than hoping your grumblings will make their way through the grape-vine, will help to control the tone of the racing right away. Hopefully the sport of sailing will never get to the point of other sports such as football, where play is stopped and penalties assessed on the spot. Imagine referees swimming around the race course with red flags in their pockets, blowing whistles and handing out 720 penalties. Rather, sailors must continue to enforce rules with the rights they have to protest, doing so in good faith that their actions are for the better of all competitors and the sport as a whole.
QUALITY CONTROL AND THE SUNFISH

by Hal Black

New Sunfish are currently selling for $1600—$1800 without trade-in. It seems to this writer that when one lays out this kind of money for a sailboat, as many have recently done, that the very least one can expect from the manufacturer is a hull that has a fair-bottom and is water tight.

Unfortunately, many skippers of new Sunfish at the recent North American Championship in Sayville, Long Island, NY, discovered water inside their hulls and lots of it. Also some of the new hulls had “blisters” under the gel coat and in some cases springiness caused by delamination of the hull bottom from the internal Styrofoam framing. This contributed to the “oil-can” effect noticed on some hulls, especially in heavy air.

When Alcort was actually building the hulls, Alex Bryan and Cortland Heyniger would have been too quality conscious to market such sub-standard products to unwary buyers, unless the boats were clearly marked, “seconds”.

The existing problem of water entry seems to center around the daggerboard trunk, though spray shield screws and the cemented seam of the rolled deck joint with the bottom hull are also cause for concern. One skipper in the Championship fleet at the Sayville North American’s reached shore after a medium-air race, opened his deck-mounted inspection port and discovered 3 inches of Great South Bay sloshing around inside his hull. Taping the bottom daggerboard opening and pouring water into the daggerboard slot, he watched the water level go down in the slot as it slowly seeped into the inner hull of his boat.

By applying extra fiberglass resin around the daggerboard trunk inside the hull, some improvement was made. But water was still seeping in from other sources. Much more attention to quality control at the factory would make such owner-made repairs unnecessary, as should be the case with any new boat.

Another concern of this writer is the production mahogany Barrington daggerboard itself. As presently produced, it is not quite as large as the class rules permit. This has led to much “customizing” of Sunfish boards by building them up with either epoxy or fiberglass, or both. As a result, not only is anyone racing with a stock Barrington board at a major competitive disad-}

vantange, but the end result is a Sunfish that is no longer truly a one-design boat, but is now a craft capable of having both daggerboard and in some cases the rudder also changed both in cross-section and in width. In so doing the boat is being raced as a “modified” giving many skippers an up-wind advantage before they ever leave the beach.

This being so, the skipper with the most engineering expertise or knowledge of hydraulic flow patterns and with access to a fiberglass repair shop has a faster boat before it ever hits the starting line. It seems that as a class, we should either permit extensive modifications of Sunfish components and openly encourage the same or we should make sure all bladders are “right-out-of-the-box,” thereby making each race and especially a world-class regatta a true test of sailing skill alone and not a function of boat modification technology.

The possible production of a molded plastic daggerboard now being explored could solve some of this problem if ISCA sanctions the board and this board only, and if it is manufactured to spec. However, scuttlebutt has it that certain Sunfish skippers with “fast” built-up boards are attempting to stall this development, as they now enjoy a boat-pointing advantage other Sunfish sailors do not. Hopefully, this is just a rumor.

There also appears to be a great weight variation in Sunfish hulls, 1983 and later weighing in around 127-135 pounds, new 1990 Sunfish about 115-120 pounds and some 10 pounds lighter. Even a 30 pound difference in hull weight gives one skipper an advantage over another in a “weightboat” like the Fish.

There must be better quality control and closer standardization of hull weights, or the new Sunfish manufacturer should be made aware of current production problems. The Sunfish “one-design” should be just that.

TO ALL REGIONAL REPRESENTATIVES AND REGATTA ORGANIZERS

As National Regatta Chairman, I would like to ask that all organizers and representatives start thinking about scheduling next year’s regattas a little earlier than usual.

Regional Reps:

Just after the holidays, you should start thinking about regional championships and club events. Get a file together containing names, numbers and addresses of fleet captains. The schedule request forms are not always enough to get people going. You’ve got to get on the phone and “bug” people. Tell them to get their dates in, at least tentative ones. Ask them to come up with new regattas. Call clubs that used to have regattas and don’t any more. Many times they stopped running the regatta because they didn’t get it in the schedule and the turnout dropped. Some clubs don’t know how to get on the schedule. Others don’t have anyone in charge of doing it. Try to find people. The phone bills are worth the pick-up in active racing in your area. Let’s get people psyched about Sunfish events.

Regatta Organizers:

Don’t wait for that May 1st club meeting to schedule events. It’s too late! Schedule them now and save the hassle. Your turn out at events will be better.

Try to think of new regattas. Interesting names of regattas attract people. For example, a regatta in early April on Lake Michigan might be called the “Wild Man Regatta” or “Come If You Dare Regatta.” Long distance races or overnight sleep-out regattas are fun. Doubles or juniors regattas, Masters Regattas, Midget Regattas, team races, match races, weight class races, etc. etc. etc. There are so many ideas that can be explored. Let’s make 1991 a year the Sunfish Class can remember and expand upon.

I would like to get the schedule out by April 1st like it’s supposed to be. Many times a great many regattas have been sailed before the schedule was even mailed out. Have a great holiday season and winter but keep those regattas on the back burner.

Smooth Sailing,
Brian Weeks,
USSCA Regatta Committee Chairman

Windward Leg Fall/Winter 1990/91
A NEW SAILOR'S EXPERIENCE

As a new sailor as of this year, I would like to tell you a story of my first experience at a regatta. On July 14-15, the Wolf Lake Yacht Club hosted a Midwest Regional Championship held at Wolf Lake near Jackson, MI. Before this summer, I had never been in a sailboat (let alone a Sunfish), and had only very minute training and sailing experience. A couple of fellows from the Greater Detroit Sunfish Club talked me into going. They said it would be a good experience for me.

Boy, were they right. On Saturday morning I loaded up at 5A.M. and was on the road for whatever was ahead of me. Scared, you betcha! As I drove along the expressway, I thought, "What the heck am I doing?" I don't even know how to keep the boat upright and am heading for this.

When I reached the yacht club, I sat in the parking lot until I got up enough nerve to go in. Once inside a few people said "Hi" to me which helped to break the ice. As long as I am here I may as well sign up. Soon after signing up one of our club members, Mike Scriver, showed up. Now I felt a little more comfortable.

After two days of racing, I finished 15 out of 16. And I finished before dark, too. Little did I know who was there. Jean and Don Bergman, Bob Findlay, Kirk Beadle, and many other world-type racers. No matter who they were, they all had time to say "Hello" and talk to you. It convinced me that Sunfish people were some of the nicest and "down to earth" people.

Now, let me tell you about the Wolf Lake Yacht Club. When the boats started coming into the parking lot, they had a crew to carry your boat to the water and back out again. You didn't even have to touch it. The food for two days was out of this world. All you could eat and just great! The race committee had it all together and every race went off like clockwork. There were no protests nor any type of complaining. The whole club chipped in and helped and did a marvelous job. Gail Turluck, who was race chairman, did a terrific job of coordinating everything. If any club or organization wants to put on an event, they should contact the Wolf Lake Yacht Club to find out how to do a spectacular job.

When I left the clubhouse after two days, I felt like one of the family and am looking forward to going there next year. If you missed it, then you should plan on attending in 1991 if they have it again. As a pro-

fessional promoter myself, this regatta was one of the best planned and smoothest run events I have seen in a long time. Thanks, all you wonderful people, for making that a weekend to remember.

Now, just a note to all clubs and organizations. Please try to take just a little time to spend with the new Sunfish sailors, whether they be juniors or adults. I would pay to have someone teach me how to sail a Sunfish, but there is no one out there that has time to spend with the "New Kid on the Block." It is very discouraging to come in last all the time by two legs, or not finish before dark. Please help us out.

It would be nice to have someone teach the beginner, something about rules, how to set up a boat, including the sail, the names of the parts of a sailboat, how to upright one, and all the other things one should know before going out for the first time to compete with more experienced sailors.

Awards and Protests

LONG ISLAND JENS

by Gail Turluck

The hottest rig in heavy air is the Long Island Jens. Tie a TIGHT bowline around the mast with ¼" line. Tie other end of line with halflatches through mast cap. Length from knot to knot should be 10-12 inches there will be some stretch. Move halyard on gaff down to position of choice (down a foot or so from "normal"). Lead halyard over bowline on Long Island Jens line. Step mast with L.I. Jens line facing forward. Hoist sail, check height, adjust as necessary, vang - and go have fun! Easy to rig, easy to remember, easy to shake out when wind dies. Class legal!
GO FAST
The Need For Speed—Sail Tuning
By Kirk Beadle
In this newsletter, I will discuss how to get the most out of our sails. There are three adjustments we can make to the sail:

- Sail trim (in and out)
- Outhaul adjustments (tighter and looser)
- Gooseneck position (forward and back)

Each one of these adjustments has a major effect on the sail.

Sail Trim
When we trim the sail we want it to be far enough that it doesn’t luff. But, we also want to leave it out as far as possible. If we pull the sail in too tight, it actually slows down. It also may make it difficult to steer.

You may notice that when you let the sail luff, the boat wants to head into the wind. (This is called weather helm.) Conversely, if you pull the sail in too far, the boat wants to head away from the wind (lee helm).

Outhaul Adjustment
Typically, we tighten the outhauls as the wind increases and we loosen them as the wind decreases. But, why do we do this?

If you look up the sail while it is trimmed, you notice it is curved, shaped like an airplane wing standing on its side. The deep part of the curve is called draft. By tightening the outhaul we move the draft forward, and by loosening the outhaul we move it back.

Since the sail is cloth, the wind stretches and moves it. A strong breeze stretches the sail more and actually moves the draft back. By tightening the outhaul, we move the draft forward and counteract the effects of the strong breeze. In light air, the sail does not stretch as much and loosening the outhaul moves the draft back to the optimum position.

The goal of adjusting the outhaul is to keep the draft centered over the daggerboard.

Gooseneck Adjustment
Gooseneck adjustment is similar to outhaul adjustment. The purpose is to center the draft of the sail over the daggerboard. To achieve this, we move the gooseneck forward and aft, thus moving the sail aft and forward, respectively.

The stronger the breeze, the more we move the sail forward because the more the wind moves the draft aft. The lighter the breeze the more we move the gooseneck forward. A good rule of thumb for either the new North racing sail or the old Fogh sail

is that gooseneck adjustments should be between 17” and 22” from the tack. Where 17” is extremely light wind, 0—3 mph, and 22” is for 30 mph or more. Typically most sail people with the gooseneck 19”—20” aft of the tack in moderate winds.

Heeling
Heeling is an adjustment made to the boat, not the sail, but it affects weather helm just the same. The more the boat heels to leeward the more weather helm is generated. Likewise, the more the boat heels to windward the more lee helm is generated.

Weather Helm
The optimum position for all three of these adjustments puts the draft of the daggerboard neutralizing weather helm and lee helm. Having the draft forward of the daggerboard causes lee helm. Having it behind the daggerboard causes weather helm. This is extremely important. Any amount of weather helm or lee helm causes you to turn the rudder sideways to trim the sail, steer the boat to windward and lee helm to steer the boat to leeward is faster than just turning the rudder.

Reprinted from Greater Detroit Sunfish Club Newsletter.

BOARD BASH - 1990
LAKE NORMAN YACHT CLUB
The Lake Norman Yacht Club’s annual “Board Bash” was held on June 23 - 24 with plenty of competition and wind. A rare, but fun combination for twenty four (24) Lasers, twenty four (24) Sunfish and seven (7) Sailboards.

With the unfortunate death of the 1990 Board Bash Chairman, Len McLaughin, LNYC pooled its efforts and Bill Ross stepped in as Regatta Chairman with major assists from Bane Shaw (Registration/Publicity/Trophies) and Oliva Riddle (Dinner Hostess).

With winds blowing from 8-15 knots and constantly clocking from the North and then from the West, the race committee was challenged to provide a truly competitive windward leg. The Laser Class had one general recall prior to reaching the windward mark, but all other races held reasonably true.

Two “seasoned” sailors were able to defend their positions from aggressive younger skippers in the hunt. Carl Knight in a Laser, and Art Deacon in a Sunfish put together winning combinations to finish first in their classes. Young Sam Manoogian finished first in Sailboards under 7.5, and Robert Schloe finished first in Sailboards over 7.5.

A Southern style pit cooked barbecue supper on Saturday found everyone hungry after a full day on the water. Table talk about “near misses” and “winning tactics” and “what I should have done” and a few echoes of laughter kept the fellowship going on-shore.

As Commodore of LNYC I abandoned my keelboat, borrowed a Sunfish, and had a terrific time on the water and... in the water. Like a shooting star I had my moment of glory in the 3rd race, when I followed Art Deacon around the course and came in 2nd, beating young Mindy Ross. It was glorious!

What a regatta! Good organization! Good participation! Good wind! Good food! Good fellowship! Len would have wanted it that way.

-Wally Riddle

1990 Board Bash Sunfish Regatta
Lake Norman Yacht Club
June 23-24, 1990

|-----------------------|----------------------|---------------------|---------------------|---------------------|-----------------------|-----------------------|---------------------|---------------------|-----------------------|------------------------|-----------------------|-----------------------|-----------------------|---------------------|----------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
Carl Houghton, of Saltaire Y.C., Ireland and Fire Island, NY (locally), sails to windward at the Bellport Labor Day Weekend Regatta.

— Photo: Joel Furman

Carl Houghton, of Saltaire Y.C., Ireland and Fire Island, NY (locally), sails to windward at the Bellport Labor Day Weekend Regatta.

— Photo: Joel Furman

The Devil’s Lake Yacht Club put on their 50th annual “This One’s For Fun Regatta,” this year for Sunfish and Lightnings. Eleven Sunfish and forty-three Lightnings participated. The weather was less than cooperative—Saturday morning it was blowing 15-25 out of the northwest with temperatures in the mid-50’s. Sunday morning it was blowing 20-30 out of the northeast with temperatures in the high 40’s. Fleet sizes had been expected to be larger, but consensus said many stayed home to keep warm!

The weather had little effect on the quality of the fleet or the heat of the battle. The furthest spread in any race was about a half leg. Don Bergman, in the blow, had the edge consistently. The Sunfish fleet sailed both days on the “B” course in the north bay of the lake.

Saturday night featured an all-you-can-eat buffet and traditional live band for dancing until the wee hours. Trophies were awarded to all participants in recognition of the 50th. They feature an outline of the lake with a gold overlay of the clubhouse. Bob and Joan Morse of the host club did a wonderful job running races on the Sunfish course.

— Gail Turluck

Windward Leg Fall/Winter 1990/91
SOUTHOLD TOWN’S 350th BIRTHDAY
A Sunfish Sailabration

Nearly one hundred sailors participated in the Town of Southold, Long Island’s, celebration of the landing by its founding fathers on its pristine shore in the year 1640. The Sunfish Sailabration consisted of a Junior Regatta on Thursday, July 19 and an eleven mile long distance race, which was curtailed due to lack of wind, from Mattituck to Southold on Saturday, July 21.

The highlight of the Sailabration was a drawing for a brand new sunfish donated by Albertson Marine and radio station WBAZ, 101.7 FM, which was won by 17 year old Southold resident, Pauline Meehan.

Singles
1. Joel Furman/Southold L.I. - U.S.M.C. 
2. Dr. Dick Hehi - Mattituck, L.I. 
3. Eric Johnson - Rochester 
4. Anne Kochendorfer - Rochester 
5. Mary Motto - Lauril L.I. 
7. Phil Mariner - Oyster Bay L.I. 
8. Dick Brooks - Southold L.I. 
9. Ed DeReeder

Doubles
1. Joel Furman/Virginia Muller - Bellport, L.I. 
2. Lisa Leinheiser/Brenda Brantuk - Garden City, L.I. 
4. Tracy Brown/Leah Kaplan - Southold L.I. 
5. Ed & Eric Boyle - Southold L.I. 
6. Maggie McCaffrey/Marise Kayton - Southold L.I. 
8. Greg & Garrett Goodwin - Mattituck L.I. 

All entries from New York

— Joel Sullivan

1990 Southold Sailabration in NY. 
— Photo: Joel Furman

Merritt Burke at Southold, NY. No wonder he gave such a performance at the N.A.‘s! He had been practicing. 
— Furman Photo

BOLTON LAKE SAILING CLUB
22nd Annual Regatta
May 20, 1990

1. Bob Heckman - 2-5-1-1-3 - 8.50
2. Gordon Geick - 3-2-4-10-1 - 9.75
3. Steve Langford - 4-3-3-4-3 - 13
4. Bruce Sulphen - 1-6-7-6-6 - 18.75
5. Dan Rumpf - 6-5-10-9-4 - 24
7. Alan Scharfe - 5-7-1-7-17 - 29.75
8. Ken Charles - 12-15-12-3-5 - 32
10. Peter Barnes - 16-9-11-5-11 - 38
11. Eric Woodward - 9-12-6-14-9 - 38
12. John Butine - 18-11-15-7-7 - 40
13. Charlot Ras-Allard - 13-10-8-DNF-12 - 41
15. Will White - 8-4-16-DNF-DNS - 48
16. Pete Backwell - 15-14-17-11-10 - 50
17. Gene Healey - 19-19-14-13-8 - 54
18. Paul Odegard - 7-17-19-16-15 - 55
19. Denis Futterlieb - 17-13-18-12-14 - 56

Winner of Sunfish at Sailabration 1990, Pauline Meehan of Southold YC. 
— Photo: Joel Furman

FOX POINT SAILING CLUB
Invitational Regatta
Sept. 6, 1990 23 Boats
Lake Louise...Barrington, IL

1. Don Bergman - 2-2-1-1-(3) - 5.50
2. James Murphy - 1-3-3-(3)-2 - 8.75
3. Dan Feldman - 4-(11)-5-2-1 - 12.75
4. Shapoor Guzder - 3-1-5-6-(7) - 14.75
5. Andrew Hotchkiss - (7)-8-4-4-4 - 18
6. John Morton - 8-7-2-8-(9) - 25
7. John Wilkin - 10-(10)-5-8-8 - 26
8. Norval Stephens - 8-(12)-7-7-6 - 26
10. Tony Young - 15-6-(18)-9-10 - 42
11. Timmer Lake, IL - 15-6-(18)-9-10 - 42
13. Lee Sheridan - 5-14-11-12-14 - 51
15. Bernard LaMpke - 13-14-17-13-DNS - 57
17. Ned Rogers - 17-20-16-14-DNS - 67
20. Rich Bowman - 21-22-20-DNS - 84
21. Jack Reiser - 5-4-10-DNS-DNS - 57
23. Rich Bowman - DNS-DNS-23-22-DNS

Jean Bergman usually wins this regatta but since she was in Mich., Don obliged for the family instead. This is the only Regatta we award 6 trophies in the fervent hope that we’ll get to keep at least one. This year, our own John Morton was 6th almost taking the 3rd race from Don!

In any case, it was a fun day — hope you all can make it next year!
Tom Pleger 370 Fox Hunt Trail, Barrington IL. 708-381-1771.
June 16, 1990 23 Boats

1. Bob Heckman 5-1-1 7
   Glastonbury, CT
2. Tom Philbrick 6-2-2 10
   Centerville, MA
3. Larry Cochran 4-3-4 11
   Manchester, CT
4. Malcolm Dickinson 1-9-3 13
   New Haven, CT
5. Denis Futterlieb 2-7-9 18
   Meriden, CT
6. Gordon Geick 10-5-5 20
   Collinsville, CT
7. Peter Barnes 3-10-7 20
   Wellesley, MA
8. Jon Buri 7-6-13 26
   Avon, CT
9. Lloyd Banderson 12-4-12 26
   Guilford, CT
10. Hanni Group 9-13-10 32
    Gothen, CT
11. John Butine 14-14-11 39
    Torrington, CT
12. Steve Langford 36-36-36 40
    South Windsor, CT
13. Dick Heil 8-12-20 40
    Manheaset, NY
14. Charlot Ras-Allard 20-18-9 42
    Stamford, CT
15. Gerhart Menzel 11-17-16 44
    Simsbury, CT
16. James Crink 18-19-14 49
    Darien, CT
17. Norton Hutchinson 13-20-17 50
    Oyster Bay, NY
    Vernon, CT
    Oyster Bay, NY
20. Marianne Philbrick 18-21-19 58
    Centerville, MA
    Southington, CT
    Manchester, CT
23. Dick Bowden 19-DNS-19-DNS 72
    Morris, CT

Bob Heckman captured the 10th Annual Governor’s Trophy Sunfish Regatta. Bob found the south bay slot and picked up several lifts to finish first in the second and third race.

Winds were non existent in the morning and the first race was postponed. After lunch on the water a light wind picked up from the south, shifting 360, dying, then returning which gave our race committee a difficult course to set. The light 0-10 knot wind held long enough to get three very tricky races in.

Thanks to all who participated for making our 10th Governor’s Regatta a success.

Denis Futterlieb

10th Annual Governor’s Trophy Sunfish Regatta
Bantam Lake Yacht Club
Morris, Ct.

June 16, 1990

SUPER SAIL XVIII
Winnetka Yacht Club, IL
July 20-22, 1990

1. Bob Findlay 1-1-1-1 3.00
   Winnetka YC
2. Jean Bergman 1-2-1-2 3.60
   Winnetka
3. Don Bergman 3-3-1-1 3.10
   Winnetka
4. Marc Garrison 2-14-1-6 21.00
   Winnetka
5. Mark Rether 4-4-9-5 21.00
   TYC, Ohio
6. David Davies 12-3-7-4 (13) 13.00
   Highland Lake YC, NJ
7. Doug Moline 6-7-17-3 10.00
   Winnetka YC
8. Dave Feldman 7-9-10-7 27.00
   Winnetka
9. Dick Tannerstedt 8-3-5-11 29.00
   Shapoor Guiter 10-11-5-11 34.00
10. Matt Garrison 9-21-11-8-6 33.00
    Winnetka
11. Bob Fox (DSQ) 20-14-4-14 36.00
    Chicago YC
12. Keith Shay 11-6-13-12 (16) 44.00
    Winnetka
13. Tom Katterheinich 13-10-8-22 (25) 54.00
    St. Mary’s B.C., OH
14. Andrew Holm 16-12-17-11 56.00
    Winnetka
15. Jack Pahl 15-16-12-14 (20) 57.00
    Winnetka
16. Jim Murphsy, Jr. 14-4-5-2 61.00
    Winnetka
17. Danny Whalan 22-18-14-16-14 62.00
    Winnetka
18. Kathy Thomas 17-15-19 (22) 68.00
    Winnetka
    Scott Stone 20-20-21-18-18 77.00
    Winnetka
20. Coley McColman 19-23-20-15-20 78.00
    Kenilworth
21. Fred Rogers 21-17-22-20-21 79.00
    Winnetka
22. Laura Schultz 24-22-18-21-19 80.00
    Sheridan Shore
23. Sarah Tueling ONS-ONS-DNS-ONS 86.00
    Winnetka

JUNIOR SUNFISH 1990
Winnetka YC, IL
BLUE FLEET

July 14, 1990 17 boats

1. Marc Latini 5-4-1-4 2-2 5/5
   Winnetka 2-8-1-1 8/4
2. Andrew Hotchkiss 2-3-6-3 15
   Matt Garrison 3-3-4
3. John Horsch 2-5-2-6 17
4. Ben Raff 8-4-7-14 19/4
5. Keith Norbert 4-14-5-5 23
6. Dugan O’Keene 7-6-9-7 31
7. Peter Horsch 7-5-13-7 32
8. Ted Reesek 10-9-22-10 40
9. Chris Farberich 14-10-10-14 42
10. Alex Wiray 13-11-8-11 43
11. Marc Land 11-12-10-12 45
12. Justin Clamnor 6-8-DNS-14 47
13. Roland Raymond 12-13-8-13 47
14. Trevor Bach 12-DNS-DNS-3 68
15. Sarah Buckley 12-DNS-DNS-3 71
16. Vince Fantico 12-DNS-DNS-3 72
17. Coin Bowden 12-DNS-DNS-3 72

RED FLEET

July 14, 1990 15 boats

1. Dan Whelan 5-4-1-4 2/4
   Winnetka 2-8-1-1 8/4
2. Jed Peters 2-4-2-4 9
3. Andy Groh 2-2-2 9
4. Kevin Taborek 5-5-2 12
5. Dave Garber 4-7-3 14
6. Hillary Johnson 8-7-8 21
7. Graham Ghezzi 6-DNS-6 27
8. Jamie McCaffery 10-DNS 31
9. Chris Grander 7-8-DNS 31
10. Tom Higley 9-DNS-8 33
11. Pat Dahl 12-DNS 34
12. Jacob Vick 11-DNS-DNS 43
13. Kevin McCaffery 12-DNS-DNS 47
14. Sarah Tueling 12-DNS-DNS 48
15. Mark Magiera 12-DNS-DNS 48

The 24th Winnetka Junior Sunfish Regatta was sailed on July 14, 1990 with 32 sailors participating. Weather was not overly cooperative with winds 15-20 and large swells on Lake Michigan from the northeast. Four races in the blue fleet were sailed and three in the red fleet. The blue fleet consists of sailors 15 and over, and the red fleet is a fleet of under 15 year olds. A bar-be-que followed the event.

Mary Garrison

Jr. Sunfish Regatta, Winnetka Y.C., IL

Notes: DNS (Did Not Start) scores are one more point than the number of boats started. Season scoring is based on four throwouts in 20 races.

Social Notes: On June 16, we had a "cruise" to Vacation Island and had lunch near the model yacht basin. On August 25, we had another "cruise" to the northeast of Mission Bay.

—John Tentor
Sunfish Fleet 632
UNITED STATES Sunfish® CLASS ASSOCIATION

MEMBERSHIP APPLICATION

For Sunfish sailors who live outside the United States, contact the Sunfish class association in your home country for information on fees, sail numbers, and procedures for joining ISCA. If there is no Sunfish class association in your country, you may join USSCA (and receive Windward Leg) by sending the registration form and fee to the address below.

For sailors in the United States, all correspondence regarding USSCA registration and membership should be directed to:

UNITED STATES Sunfish® CLASS ASSOCIATION
P.O. Box 128
Drayton Plains, MI 48330-0128 USA
(313) 673-2750

<table>
<thead>
<tr>
<th></th>
<th>FEES</th>
<th>Amt. Paid</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>U.S.</td>
<td>Non-US</td>
</tr>
<tr>
<td>Please register me as a member of USSCA</td>
<td>$30.00*</td>
<td>$30.00</td>
</tr>
<tr>
<td>Additional Family members**</td>
<td>20.00*ea</td>
<td>10.00 ea</td>
</tr>
<tr>
<td>Please register me as a Junior member of USSCA</td>
<td>25.00*</td>
<td>30.00</td>
</tr>
<tr>
<td>Please renew my membership in USSCA</td>
<td>25.00</td>
<td>30.00</td>
</tr>
<tr>
<td>Additional Family members**</td>
<td>10.00 ea</td>
<td>10.00 ea</td>
</tr>
<tr>
<td>Please renew my Junior membership in USSCA</td>
<td>20.00</td>
<td>30.00</td>
</tr>
<tr>
<td>I need a replacement Sail Number.</td>
<td>10.00</td>
<td>10.00</td>
</tr>
<tr>
<td>My Sail Number is: ______________________</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I am already registered. Please assign me a new Sail Number for my new or additional boat.</td>
<td>10.00</td>
<td>10.00</td>
</tr>
</tbody>
</table>

TOTAL ENCLOSED ______________________

* Includes sail numbers.
** See Family membership conditions on other side.

Please Detach and Mail to:
UNITED STATES Sunfish® CLASS ASSOCIATION
P.O. Box 128
Drayton Plains, MI 48330-0128 USA
(313) 673-2750

Make check or money order payable to USSCA. (U.S. Dollars)
The INTERNATIONAL SUNFISH® CLASS ASSOCIATION was formed to bring together sailors with an interest in Sunfish sailing. In 1984, the Sunfish class was recognized by the International Yacht Racing Union and granted International Status. Under the new organization, class members enjoy all the privileges of being an International Sailboat Class, including consideration for Pan-Am and olympic status. ISCA ensures equal opportunity for all sailors preserving the Sunfish as a true one-design sailboat. Activities are organized for all sailors at the local and international levels. ISCA members enjoy all these benefits and more. The United States Sunfish Class Association is the ISCA-recognized authority within the USA. By joining USSCA, members are automatically members of ISCA.

All Sunfish owners are urged to become members of USSCA. Upon receipt of the registration form and fee, USSCA will assign an official sail number, and a set of self-adhering sail numbers will be sent to the applicant. A sailor who buys a new boat may retain the original sail number if the old sail is not sold with the number on it. Replacement numbers, or newly assigned numbers, may be purchased through the USSCA office for a fee.

As a member of USSCA, you will receive the Class Measurements Rules and Constitution, the Annual Regatta Schedule, and the quarterly class newsletter Windward Leg, which has stories on how to enjoy your Sunfish, how to race, and news from regattas. A Family membership, available to sailors living at the same address, provides an ISCA membership card for each member but only one set of the other material described above. Junior membership is available at a discount. A Junior is defined as an individual who is not 16 years old or older during the calendar year. USSCA membership entitles sailors to race in sanctioned events at the regional, national and international levels. Members are also given a voice in the organization, including voting privileges at the Annual Class Meeting held each year at the North American Championship site.

Retain this part for reference

Registration & Membership Form

<table>
<thead>
<tr>
<th>NAME</th>
<th>SEX*</th>
<th>BIRTH DATE*</th>
<th>SAIL NUMBER**</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

First Member

Additional Family Members:

Address

City ______________________ State ____ Zip _______ Country __________

Phone: Home ______________________ Work ______________________

Sunfish Fleet Number ________ Location ______________________

* To receive notices for Womens, Juniors or Masters

** If previously registered

Please fill out reverse side also ...

11/01/90
Dear Skipper:

As an active Sailfish or Sunfish sailor, we know that the enclosed information will be of great interest to you.

The 1964 Sailfish-Sunfish racing season has proven to be tremendously successful in every respect, with thousands of enthusiastic sailors attending the many Regattas as active skippers, crews, or spectators.

Our goals are to increase the scope of the one-design Sailfish-Sunfish racing program by many more Regattas and chartered Fleet activity. You will note that Sailfish and Sunfish fleets throughout the world are now divided into Regions which will provide the opportunity for even more inter-fleet competition.

We feel sure that we can continue to count on your cooperation and enthusiasm in 1965.

Very truly yours,

DBC/mrd

D. Bruce Connolly
Class Secretary

1965 INTERNATIONAL MID-WINTER SUNFISH CHAMPIONSHIP

TIME: March 17-20, 1965
PLACE: Coconut Grove Sailing Club, Miami, Florida

EVENTS: Six singles races, six doubles races (one throw-out each event). Trophies for first four places, both singles and doubles.

<table>
<thead>
<tr>
<th>Wednesday</th>
<th>Thursday</th>
<th>Friday</th>
<th>Saturday</th>
</tr>
</thead>
<tbody>
<tr>
<td>Morning</td>
<td>Registration</td>
<td>Continental Breakfast (2) Singles</td>
<td>Continental Breakfast (2) Singles</td>
</tr>
<tr>
<td>Afternoon</td>
<td>(2) Doubles</td>
<td>Luncheon (2) Doubles</td>
<td>Luncheon (2) Doubles</td>
</tr>
<tr>
<td>Evening</td>
<td>Informal Get-together</td>
<td>Old Florida Rum Party</td>
<td>Buffet Supper and Dance</td>
</tr>
</tbody>
</table>

FEE: $7.00 per boat, covers cost of all food and activities for skipper & crew.

EQUIPMENT: Standard Alcort, jam cleats optional, sail numbers required.

MOTELS: Pine Terrace Motel, 3209 SW 27 Ave., Miami, $12.00 per day. Dinner Key Lodge, 2669 S. Bayshore Dr., Miami, (pool), $12.00 per day. Key Motel, 2675 S. Bayshore Dr., Miami, (pool), 18.00 per day. All motels are within walking distance of club, rates are for two persons, reservations should be made, well in advance, by writing direct. Please mention your connection with the regatta.

BE SURE TO NOTIFY US prior to February 1st, 1965, that you will be participating, to be eligible for a special door prize. Upon receipt of notification, complete registration and accommodation forms will be forwarded to you at once.

FOR FURTHER INFORMATION: Write to LEONARD SACKS, Jr., Chairman, Box 367, Florida. Phone: 226-6048.

SPONSORS: City of Miami, Coconut Grove Sailing Club, Biscayne Bay Sunfish Fleet #14.

This is the first page of the RACE SCHEDULE No. 12-64 taken from our class records, stored at the Buttner Archives, MA. Watch for more in the Spring Issue, 1991 of Windward Leg. Note the PRICES!
NEW white racing sails are IN. What does one do with an accumulation of OLD sails? Send them to BLOWN OUTS! We will custom make shirts and pants for you or send you money. For information, write or call: G&T Enterprises, INC. 36 Tyler Street, Sparta, New Jersey 07871, 1-800-782-0796.

SUNFISH NORTH AMERICAN'S Sayville 1990. HOME VIDEO, "The Good, Bad & Ugly Weather". Yours for only $20.00 (plus $1.50 "Yorkers") Send your bucks to: Joel Furman, P.O. Box 406, Bellport, NY 11713.

FREE INFORMATION ON FLORIDA REAL ESTATE- If you are thinking of a move to the Sunshine State, let me help you. I can supply information on the entire State, coast to coast. And the best Sunfish® areas for year round sailing. Call or write Bill Nunn, C-21® Real Estate Network, 7126 Central Ave., St. Petersburg, FL 33707. 813-831-2595.

ANNOUNCEMENTS

ATTENTION REGATTA ORGANIZERS
Mailing Labels & Membership Lists can be obtained by writing to: Mr. Terry A. Beadle, International Sunfish Class Association, P.O. Box 128, Drayton Plains, MI 48330-0128 (313) 673-2750
Specify your requirements (states, zip codes, etc.). Most any requirement can be met. Lists and labels are $15.00 + 5 cents per name plus postage.

PLEASE CHECK YOUR MAILING LABEL.
Send in any address changes or corrections so you don't miss any issues of the Windward Leg. This is important! The Class pays to send them out and has to pay when they come back. Past issues of the Windward Leg can be ordered by sending $3.00 (check payable to USSCA) to Peg Beadle, 3782 Covert Rd., Waterford, MI 48328.

SAIL NUMBERS: Please order your new sail numbers from THE SUNFISH OFFICE. Send a check for $10.00 made payable to USSCA to P.O. Box 128, 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.

Bay Waveland, St. Louis, MS will host the 1991 North American Championship. We have been informed that the date will be June 30 - July 5, 1991. Stay tuned for further information.

If you want to be ahead of the group, renew your membership now. Write your $25.00 check to USSCA and mail to P.O. Box 128, Drayton Plains, MI 48330. With address and phone no., sail number and name. Also include your birth date. We won't tell.

If you have never been a member of USSCA, a new membership is $30.00 but you are sent cloth self-adhesive numbers—regulation—(a real bonus) along with class rules and constitution booklets.

Classifieds
SUNFISH COVERS AND SPAR/MAST BAGS. Good—Polyester/cotton canvas—cover $135.00, bag for $70.00. Best—reinforced poly,celanes and fortrel - won't leak or shrink—cover for $185.00, bag for $86.00. Sunbrella also available. Full covers go completely over sides. Blue or gray. Send check made payable to: Margaret (Peg) Beadle, 3782 Covert Road, Waterford, MI 48328. MI residents, add 4% tax.)

AUTOGRAPHED BOOKS BY DERRICK FRIES-"SUCCESSFUL SUNFISH RACING" $15.50 and "SINGLEHANDED RACING" $12.50. (Non U.S. residents add $4.00). N.A. and World champion tells how to place well in racing. Send check to: Margaret Beadle, 3782 Covert Rd., Waterford, MI 48328. (MI residents, add 4% tax). New mailing address.

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.

United States Sunfish Class Association
P.O. Box 128
Drayton Plains, Michigan 48330

FORWARDING AND ADDRESS CORRECTION REQUESTED

Have you paid your 1991 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 48330. PHONE: 313 673-2750

BULK RATE
U.S. POSTAGE
PAID
DRAYTON PLAINS, MI
PERMIT NO. 260