SMEULDERS CAPTURES WORLD CHAMPIONSHIP

By Peg Beadle

The 21st Sunfish World Championship was held in Curacao, Netherland Antilles from August 4 to August 10, 1991. The Curacao Sunfish Sailing Association did an excellent job in organizing the first world’s held in their country. The executive officers were Alex Roose, President; Tony Stocks, Treasurer; and Julia Smuelders, Secretary. Race Committee Chairman was Norbert Beilderman. They were assisted by many able and tireless workers that should be applauded. KODAK was the title sponsor and the sails were made with the Kodak colors. They were beautiful on the sparkling blue waters of Curacao.

The sea depth off the coast of the Princess Beach Hotel, where the Championships were held, is between 600 and 800 meters deep. The Committees had a great challenge to come up with an innovative system to fasten the buoys to a series of drums that were attached several meters under the waters’ surface. Also, one end of the starting line was afloat and held perfectly in place by communication with a surveyor on shore. Kudos to Curacao!

The prevailing trade winds were out of the east at an average of 20+ knots with four to six foot swells off the south coast. These were fantastic conditions for Stephen Smuelders, at 195 pounds, who won for his native country. Stephen, 20, is a college student at Brown University in the U.S.A.

Ninety three sailors, friends, and families arrived to participate in the week’s activities and the excitement was building. Four previous World Champions competed: Scott Kyle, Derrick Fries, Bruce Sutphen (all from the U.S.A.) and Donnie Martinborough of the Bahamas.

The countries represented were Curacao, U.S.A., Bahamas, Bermuda, Martinique, Venezuela, Holland (Netherlands), Colombia, Aruba, St. Maarten, Peru, Bonaire, and the Dominican Republic. The flags of the countries were raised in ceremony on Sunday evening and the World Championship was officially begun. What an impressive sight! Mr. Ruben Page, Commissioner of Tourism, addressed the Sunfish sailors and guests with his words of welcome. (BON BINI TO ALL!)

The following are daily recaps from the Cummins diary: by Jennifer, Nancy and George Friday, August 2.

This was a travelling day for most sailors. The airport was filled with excited sailors that were met with many delays, cancellations and flight changes. The overdue arrivals were met at the Curacao airport by some very welcome hosts that were offering rides to the hotel.

Saturday, August 3.

Woke up expecting to find the sun but found lots of rain instead. This did not dampen the spirits of the sailors. The boats were handed out after registration and everyone went to work putting their own personal touches to the riggings. The sun came out and the day was windy enough for a trial sail.

Sunday, August 4.

This is the day of the practice race. The wind is 20 to 30 knots. The course is over water that is 1800 feet deep and the conditions are forever changing. The sun rays are strong; strong currents and shifty winds. Many of the top ranked sailors headed off of the course early; saving their more strenuous work-out for tomorrow.

Monday, August 5.

This was the day of the first official race. The wind started howling at 30 knots and then moved down to 15-20. Learning how to read the shifts was very important on this six mile course. It was no surprise that Scott Kyle easily won the first race with a nice lead and Nancy Haberland led the women with an outstanding 18th.

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The second race found the weather to be what we had all heard about - very sunny and tropical. The wind had calmed down slightly. Stephen Smuelders beat out Scott Kyle during the last leg of the race after having a five boat lead most of the course. Scott, unfortunately, had boat problems and Stephen pulled ahead in the last two tacks. There was only one general recall and the rest went smoothly except for some minor collisions. Donnie Martinborough took second.

**Tuesday, August 6.**

The wind was heavy for the start of the third race. This was really a day for Paul-Jon Patin. Many of the boats have started to break down. Numerous boats have blown their sails, cleats, halyard straps and even leaks. The second race started with even heavier air and swells up to ten feet. The damage to a lot of boats was extensive and many sailors could not finish the race. The remaining sailors soon got into the rhythm of riding the swells and catching the wind puffs and enjoyed the day. Patin won both races. Scott Kyle was left to find a new working boat after taking second in the first race of the day and Smuelders took a second in the last race.

**Wednesday, August 7.**

The fifth race found the weather very unpredictable. There were strong, shifty gusts. Boats were flipping out of the water and many were doing a 720° for unavoidable collisions. Once again, Paul-Jon had an excellent race and took a first with Smuelders taking second place. Patin was now in first place.

The sixth race had a slower start with two general recalls. The wind conditions were once again gusty and hard to predict. Smuelders took a first; Randy Swan was a close second. The committee boats have been doing a good job and kept very busy with protests and minor collisions. The buoys have been a problem on the starting line. They do not want to cooperate by staying in place. This has been causing confusion.

**Friday, August 9.**

Tension was in the air. It was hard to believe this was the final day of racing. Whatever could go wrong certainly did go wrong on this final day. There were six general recalls and it seemed the race would never begin. A record must have been broken for the number of DSQ's; the first race had 19. It seemed as if there would be no one left to race. Eventually, it did get started with many tired and frustrated sailors. Stephen Smuelders took first place with Hank Saurage, second. Winds were finally lighter at 16-18 knots.

There was some worry that this race would have to be eliminated due to a time factor. There were two general recalls with the third start at 3:45 p.m. Fifteen minutes more and it would have been cancelled. Not as many DSQ's but six sailors did have to leave the race. The endurance of Agner Rios of Venezuela, helped him take a first place with Randall Swan, once again, taking second.

There were many tired sailors after this long day. Final results will be posted and the protests do go on!!

**Saturday, August 10.**

The weather is cooperating and all the sailors are trying to put in a full day of fun. Many have gone snorkeling, scuba diving or have rented cars for sightseeing. The boats have been dismantled and the local residents are picking up their proud new purchases. It is funny to see the Sunfish sailing off to new homes instead of in a race.

We were all surprised with such a wonderful final dinner and ceremony. The dinner was delicious and the company was relaxed and enjoyed a good time. Tomorrow, we start our long journey home. We have wonderful memories of yet another regatta and many new learning experiences to take home and share.

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**KODAK 21st SUNFISH WORLD CHAMPIONSHIP**

**CURACAO, 1991**

1. Stephen Smuelders 2-7.5-(12)-2-2.5-75-5-6 14.25 Curacau
2. Paul-Jon Patin 4-11.75-7.5-75-19-(13)4-3 24.25 Curacau
3. Scott Kyle 75-3.2-6.4-5-14-8 28.75
4. Hank Saurage 3-4-(DSQ)-6.9-2-10 38
5. Randall Swan 7-5-9-10-(21)-2-5-2 40
6. Don Martinborough 9-2-10-3.8-6-(27)-4 42
7. Derrick Fries 21-8-6-4-3-8-3-DSQ 53
8. Mauricio Costanzo 5-14-7-(14)-5-7-8-7 53 Venezuela
9. Marcel Dernett 10-9-21-9-3-(29)-16 77 Curacau
10. Eduardo Cordero 6-12-8-21-(27)-14-6-11 78 Venezuela
11. Jeff Linton 5-6-3-15-14-30-(27)-17-22 85 Tampa, FL
12. Ashley Beatty 15-7-1-12-21-(37)-12 90 Seabrook, TX
13. Bruce Sulphen 11-16-8-11-(22)-16-20 96 San Diego, CA
14. Larry Suter 16-10-6-16-DSEQ-13-15 105 New York, NY
15. Agner Rios 20-15-17-33-16-DSQ-75 118.75 Venezuela
16. Leonard Ruby 23-19-31-7-(28)-12-7-24 120 Chestnut Hill, MA
17. Alan Scharle 24-20-13-(40)-10-4-15-38 124 West Newbury, MA
18. David Dennison 18-29-(18)-15-20-31-14 135 Blue Point, NY
19. Mark May 19-22-27-(36)-15-29-11-17 140 Peckhill, RI
22. Wim Gulik, vd Curo 12-17-22-25-12-DSQ-42 155 Curacau
24. Chris Houston 41-(44)-15-16-36-32-18 161 Amber, PA
26. Zane Yoder 26-DSQ-19 16-11-6-DSQ-5 184 Daphne, AL
27. Henry Leaue 37-32-29-26-29-40-9-(40) 205 Arlington Heights, IL
29. Augusto Vidal 30-43-24-35-25-26-DSQ-29 212 Colombia
30. Rob Gulik, vd Columbia 38-38-41-32-(41)-36-21-19 225 Netherlands
31. Jeren Kibblebar 22-31-30-43-(44)-26-31 226 Curacau
32. Thomas Polleheine 14-23-23-38-40-42-(DSQ)-48 228 Curacau
The 1991 World Championship was held on the beautiful island of Curacao, Netherlands Antilles. The water and sands were spectacular in front of the Princess Beach hotel where the sailors and guests resided for the week. Well, nearly all of the sailors. Dave Davies was residing in the Miami airport. First, he was waiting for his passport to arrive from New York. Then, he waited for ALM Airlines to get him another flight which did not happen until he remembered to say “Smudgers”. He had a seat the next morning but did Miss nearly three days.

The Venezuelan sailors arrived in a 36 foot sailboat. We could see Venezuela on a clear day over the bright blue waters. Jeff Linton and his family arrived in a large sailboat from Florida with a Sunfish on board. They were also going to sail home—not on the Sunfish.

The “boys from Bonaire” were a friendly group. They had their sailing coach with them who wore a cap with the largest brim I have ever seen. It was about one foot long and we even got him to pose for pictures. We loved the sailor with blond,.corkscrew curls and called him “yawllow mon” all week.

Greta and Jan Dekker came from the Netherlands with their two beautiful daughters whom everyone enjoyed. Jan was very busy repairing Sunfish-with a smile. Thanks, Jan! Jennifer Cummens was the beautiful young female participant. Both families had no shortage of single males around at any time.

The local Sea Scouts assisted the Sunfishers all week by guarding their boats at night and putting the boats in and out of the water during the race days. They were great!

The Sunfishers had a lot of fun on the water, too, with “screaming reaches”. One of the highlights of my week was the best and wildest Sunfish ride I have ever had with the warm salt water spraying and going as fast as I have ever gone on a Sunfish. Screaming—wonderful—screaming! Thanks, Joel.

The Shoreside crew moved about the island by taxi, bus and foot. They wandered about the downtown area; spending freely and seeing the local color.

There is a famous 100 year old floating bridge that connects the two downtown shopping areas. When a ship comes through, the sirens go off and pedestrians run to get across. Then the bridge swings open on its pontoons. Fun to watch!

Another interesting sight was the floating market. The fishing boats came in and lined up to sell their fresh produce, fish and spices. They were generally Venezuelan and we went through some great antics to trade U.S. dollars for their goods.

It looked like “little Holland” downtown and there was something for everyone in the various shops. Virginia Muller (a friend of Joel’s) visited every one and we awarded her the “Elizabeth White Shopping Award” for this trip. There were no spare moments for this lady and she loved every minute.

Lee Parks won first place in the drawing for a shopping spree in downtown Punda. This was for all sailors who had participated in the Sunfish Sint Annaabaaai Parade to the Harbor entrance. Lee was wearing some gorgeous jewelry that evening. She went for a new wardrobe but...

Joe Kaukeinen (who works for Kodak) did not want to sleep that week, guess he was afraid he would miss something. Right, Phyllis? Chris Houston brought his lovely wife, Leslie, to be part of the Shoreside crew. “Mr. Blue Eyes” is really married. We sure enjoyed the company of these and other Sunfishers. You find the best people around a Sunfish!

Sunfishers went snorkeling, scuba diving, shopping or to the salt water Sea Aquarium on their lay day. Some soaked up the rays or snoozed on the beach. The week went by very quickly and too soon, it was time to leave. Alex Roose and his committee had given us all a wonderful week to add to our memories.

SHORESIDES BY M.J.

Windward Leg Fall/Winter 1991/92
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(subject to change)

DATELINE
The 1992 Midwinters will be held at Davis Island Yacht Club, Tampa, FL. The dates Feb. 21, 22 and 23. The contact is Bonnie Sevier, 3505 Ohio Avenue, Tampa, FL, 33611. Telephone: 813/837-1909.

The 1992 North Americans will be held at Barrington, RI. It is tentatively scheduled for August 1-7, 1992. Contact: Peter Brewster, Barrington Yacht Club. Telephone (H) 401/245-0300 or (W) 401/245-3300.

The International Masters will be held February 27, 28, 29 and March 1, 1992. They will be sailed from Patrick Air Force Base, Satellite Beach, FL. The contact is Bill Haberland, 437 N. Neptune Beach Drive, Satellite Beach, FL 32937. Telephone: 407/477-4862.
discounts on many open events and on the purchase of sail numbers.
- Voting privileges at the Annual Class Meeting.
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- Access to numerous video titles through the Class Video Library.
- A class office to answer any of your Sunfish related questions.
- A family of fellow Sunfishers with whom you can enjoy the fun and excitement of the world's most popular one-design dinghy!

The Class recognizes that these are difficult economic times. For this reason we are making considerable efforts in keeping our costs down while at the same time enhancing the Class’ activities where we can. I hope that you will continue to support Sunfish sailing and the United States Sunfish Class Association so that we may all profit from what the Class has to offer.

See you on the water.

— Scott

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PRESIDENT’S LETTER

While the traditional sailing season is winding to a close, the frostbiting circuit is just heating up. Hundreds of courageous souls are braving the cold weather of the north, while many Southerners are enjoying “normal” (i.e. under 100 plus degrees) racing conditions. Sunfish sailing isn’t just for summer anymore!

The new manufacturer, Sunfish/Laser, Inc. has moved quickly as expected to attack many of the quality and other concerns created by past Sunfish boat builders. The company’s President attended the Sunfish World Championship and listened closely to racers’ and administrators’ comments. The result has been an ongoing implementation of improvements to the boat. SLI will continue to work with the Class and its members to ensure a product that gives all Sunfish sailors dependability and performance.

The Class is making significant progress in finalizing the development of a racing daggerboard. To date, the Class’ end-goal has been simple: produce the optimal board over average wind conditions and within the existing rules. The aim has been to give all Sunfish sailors the ability to purchase a competitive board out of the box, just as they can get the “best sail available” out of a bag. At the same time, however, sailors who wanted to continue to sail with their Class-legal Barrington or old-style boards could do so.

While the objective is clear, the means to that goal has proven difficult. Extensive testing of several prototypes is currently taking place both on the water and within computer models. The margin for improvement of a stock board, given the allowable modifications according to the rules, is small. As a result, the Class is considering working outside the parameters of the present rules in order to achieve a board that is clearly superior to current boards. The result would be similar to the racing sail: a product that is of substantially higher performance to what is available today. When the Class is convinced that it has indeed achieved the best board possible (under the one of the two scenarios) at a reasonable cost, then production will begin.

The long run intention is to create a standard, thus eliminating the long hours required to reshape today’s boards, and leaving all Sunfish sailors more time to enjoy the water.

On the regatta front, sights for 1992 are being established rapidly. Sunfish sailing will return to its roots next summer, as Barrington Yacht Club of Barrington, RI has been selected as the site of the 1992 Sunfish North American Championships. Barrington hosted the N.A.’s in 1978, and more recently held the World’s in 1986. In addition, BYC has run countless Sunfish team racing and regional championships, as well as national and world championships in several other classes. I am certain that this experience will make for a great competition. If your club is interested in hosting an existing regatta, or wants to establish a new event, contact your regional representative or the national regatta chairman.

On behalf of the members of USSCA, I would like to take this opportunity to thank the Bay-Waveland Yacht Club for its $485 donation to the Class. The Club’s generosity demonstrates its continued support for one-design sailing in general and Sunfish racing in particular. The Sunfish Class is grateful to BYYC for hosting several Sunfish regattas including the 1990 Midwinter and the 1991 North Americans.

As I expressed in the 1991 spring issue of the Windward Leg, the Class has put several changes into effect to guarantee its financially sound future. The Class’ number one priority is to assure the continuation and expansion of the many programs USSCA has to offer without having to rely on the manufacturer for sources of funding. After months of deliberation, the board of directors has decided to raise the dues for 1992, the first such increase in over four years. The Class continues to express its support for junior sailing in the U.S. by keeping dues for juniors at 1991 levels. Membership dues for seniors will go up five dollars as of January 1, 1992. This increase, far less than the price of a movie ticket in New York City, is essential for the survival of the Class. While we have kept the dues level since 1988, expenses for the Class have expanded considerably over the last four years. At $30 for a renewal, membership in USSCA is still one of the great bargains around. Here are just some of the benefits Class members enjoy:

- A subscription to the Windward Leg, with articles on racing, boat preparation, and special interests, in addition to regatta news and results from around the world.
- The Class schedule, listing over 150 regattas and other Sunfish events, as well as the Class Constitution, Measurement Rules and By-Laws.
- Eligibility for World’s qualifying events including regional, midwinter, and North American championships.

Winward Leg Fall/Winter 1991/92
THE DYING JENS?

by Derrick R. Fries

It had been nine years since I had sailed a Sunfish Worlds. My last one had been in 1982, in San Francisco, where I lost to John Kostecki by a slim three tenths of a point. When the scheduling of the Worlds came about, it fit into my schedule perfectly and was a great opportunity to get back in the boat and see if I had any degree of the right stuff. One of my greatest pleasures over the years, in sailing the Sunfish, has been tinkering with the boat. So, what would I learn, having been out of the boat since the 1989 North American’s in Tawas, MI, and what could a pair of fresh eyes share with other interested sailors?

Believe it or not, even with some radical uses of the upper and lowerouthauls and adjustable hiking straps, the biggest change was the use of the jens. This was the last thing that I expected to see in the Class. Now, in retrospect, it makes sense. With the boat having a curved deck making hiking easier, a hiking strap to produce more power for the skipper, a long tiller extension, and adjustableouthauls; it was much easier to de-power the rig. Therefore, the jens has a new purpose in the Class. The jens rig is now, and I believe even more so in the future, a function of body strength, not body weight. Let me explain why.

Probably no other small single-handed class in the world has a rig modification, such as the jens, which helps to equalize weight differences in a boat. The races in Curacao were a perfect example. Randall Swan, in his mid-fifties and weighing approximately 170 pounds, sailed with a prettysizeable jens and was as fast as everyone else on the racecourse. Donnie Martinborough weighed approximately 155 pounds, never used a jens and finished comparable to Randall. The two used entirely different rigs and finished fifth and sixth, respectively. How does this affect the fact that the jens may be dying?

Well, if you look at the positions in the top ten at the World’s, approximately 70% never used a jens at all during an extremely heavy series. They stayed with a full rig and de-powered the boat by excessive hiking, good leg and arm strength, and upper body power. For instance, Scott, (who weighs approximately the same as I do, 170 pounds) never once used a jens and was extremely fast on the racecourse. With the addition of the hiking straps, the adjustableouthauls, and the tiller extension, this kind of boat speed would never be possible if these things were not allowed by the Class. This, in effect, makes the jens less effective than it was in the 1970’s and 1980’s. Therefore, a sailor wishing to excel should rethink the usefulness of the jens, not as a function of body weight, but a function of overall body strength.

There are five major criteria that I would use in determining if you should use a jens at all.

1.) Experience in the boat.
2.) Leg strength.
3.) Upper body and arm strength.
4.) Age.
5.) Willingness to endure pain.

My personal philosophy during the Worlds was to use a mini-jens. Since I had only sailed the boat twice in two years, I needed to be able to rely on something that I was comfortable with. After my disastrous 21st in the first race where I used a full rig and was totally out of phase with the shifts, the mini-jens seemed to be something that worked relatively well for me. I was able to place in the top ten for races 2-8. I did not feel like I had an extreme advantage in boat speed until the last two days of racing in which I received a third in the seventh race and won the last race with ourstanding boat speed using the mini-jens, only to find myself disqualified for a premature start in one of the recalled starts. However, with greater time and effort into training and sailing the boat, it is my belief that I would phase out the use of the jens for the conditions that were at Curacao.

For Sunfish races today, the hiking strap is probably the single biggest advantage in helping to de-power the rig. Those that know how to use it properly and effectively will find their ability to use the jens less as they become increasingly strong. I truly believe that a boat without a jens rig is faster than a boat with a jens rig; particularly off the wind. There is danger, particularly upwind when the air goes light, of allowing the booms to bend too much; thus, slowing the boat. For those that have the strength, I think it is a small advantage to sail the boat, when possible, without the jens rig. All indications, from my experience in the boat, point to this amazing trend. Have fun!

SUNFISH, INC. NEWS

To serve the Sunfish sailors better we have set up new Sunfish dealerships in areas where we haven’t had dealers before.

This should make it easier for you to obtain boats, parts and accessories and check on sailing activities.

New Sunfish, Zuma Dealers in June, July, and August, 1991, are:

**FLORIDA:**
- Ray Walsh
  - MARINE WORLD
  - Bellevue, FL
  - TEL.: 904-347-5200

**MARYLAND:**
- Bob Appleton
  - NORTH BAY YACHT
  - Northeast, MD
  - TEL.: 301-287-5948

**MAINÉ:**
- Rich Steadman
  - WAY FARER MARINE
  - Camden, ME
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**NEW YORK:**
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**OREGON:**
- Leo Debos
  - EMERALD YACHT SALES
  - Eugene, OR
  - TEL.: 503-343-2391

Some other dealership areas are open. For more information, contact: Mike Hill, Sunfish/Laser, Inc., P.O. Box 10, Portsmouth, RI 02871, Tel: 401-683-5900, FAX: 401-683-9640.

THANK YOU

The U.S. Sunfish Class Association would like to take this opportunity to thank the Bay-Waveland, MS Yacht Club for their generous donation.
GO FAST
by Kirk Beadle

STARTING TECHNIQUES
Stars are one of the most important parts of sailboat racing. It is the one time when everyone is together and no one has a lead over anyone else. A good start puts you in front of the fleet with clear air and the room to tack on wind shifts or maneuver to the favored side of the course.

To start well, the skipper must be able to maneuver the boat well. He must also know how to quickly accelerate and slow down the boat. The three steps in starting well are:

- Where to start
- Timing the start
- Speed at the start

Where to start
The two main concerns in determining where to start are:

- Which end of the line is upwind?
- Which side of the course is favored?

There are many ways to determine which end of the line is upwind. One technique is to sail down the starting line so that your boat points straight down the line. Then let the sail out so that it luffs completely. The front of the sail points toward the upwind end of the starting line.

Determining which side of the course is favored is a strategic decision. This is based upon wind shifts, wind speed, current, waves, etc. This will be discussed in a separate issue of Go Fast.

If neither side of the course is favored, you should start near the upwind end. If one side of the course is favored, you need to start at the end which allows you to get to the favored side of the course first. Many times this will be the upwind end of the line. Since most races are started upwind, the upwind end of the line is closer to the first mark. Boats starting at the upwind end of the line are ahead of those starting at the other end of the line.

A GOOD START PUTS YOU IN FRONT OF THE FLEET
Sometimes one side of the course is so favored that starting at the downwind end of the line is best. This is usually the result of current or weird wave directions.

Timing the Start
The best possible start is to be at the favored end sailing close hauled at full speed right when the gun sounds. To make this happen, we have to accurately time the start. This involves both setting your stop watch correctly and knowing exactly where the starting line is located.

Set your stop watch at the warning signal and check it at the preparatory signal. This will ensure that you have the proper time.

Knowing exactly where the starting line is located takes practice. It is a very difficult item to judge from the sailboats. In large fleets, with long starting lines, a common problem occurs. In the middle of the starting line, scores of boats will be well below the starting line. But at both ends, the boats will be right on the starting line. This is called the mid-line sag. It is so hard to judge the position of the starting line that these people think they are on the starting line but are actually two or three boat lengths away.

To help determine where the starting line is located, you need to be aggressive in your starts. What helps is to pick a reference point on land that you can use while you sail down the starting line (with 10 seconds to go) before the start. Pick this reference point when you check the line for the upwind end. Directly in line with the mark and the committee boat might be a large tree or building. Use this as your reference point. When you start, if you line the mark up with your reference point, you will be on the line.

In light of fluky wind, the wind may die in the last minute. It is important to stay on the line during the last three minutes of the starting sequence. There is not enough wind to move the boats very far and if you are too far away, the other boats may be blocking what little wind there is from getting to you.

Speed at the Start
Just as critical as how close to the line you start is how fast you are moving at the start. You want to be at full speed when the gun sounds. I would rather be one boat length away from the line at full speed than be right on the line with no speed.

The trick here is to judge the distance from the line accurately enough so that you can start sheeting in with 10 seconds to go and be right on the line at full speed when the gun sounds! This doesn't always mean to sheet in hard at 10 seconds, sometimes you have to gradually sheet in and build up speed to keep from drifting and other times you have to sheet up hard just to make it in 10 seconds.

ON THE LINE WITH FULL SPEED AT THE GUN
Putting it all Together
After the race, think about your start. You should have a good idea about how fast you were going at the start. Ask the other racers why they started at the other end of the line. After the race, ask the race committee how close you were to the line; 1 foot or 1 boat length. If it's a big fleet, sometimes you can judge how far away you are from the starting line by noting how far ahead the leaders are at the start.

Be aggressive - If I'm not over early once or twice a year, I know I'm not starting on the line the rest of the year.

Ask questions - Most sailors will be happy to tell you why they did something. We all like to think that we know the answers. But the winners always know the questions to ask.

SUNFISH WEEK

SUNFISH WEEK

with National Caliber Guest Experts
December 1 – 6, 1991 in the Florida Keys
(The week preceding the Red Lobster Regatta in Orlando)

5 Days of:
- Boat Handling
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$600 per person includes Seminar, Room (dbl. occ.), Meals, tax & Tips

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Windward Leg Fall/Winter 1991/92
GORDIE'S
BOARD REPORT

This summer, I had the opportunity to sail and race a number of different daggerboard shapes. While different in some respects, all of these boards were within present Class Measurement Rules.

The boards sailed and raced were:

1. A "Bruce Sutphen" shaped board made in fiberglass. While this board as all boards tested extended the full 40.25 inches down into the water allowed by class rules; its area below the hull and in the water was 2 to 3% less than the maximum allowed by class rules.
2. A wooden board made by Sunfish Sailboats which had a similar shape to the Sutphen board but had the maximum area allowed by present class rules.
3. The above #2 wooden board with several changes in the configuration of the trailing edge.
4. A wooden "U" shaped board near or at max area.

At this point, I must note that Larry Cochran joined me in this testing and was the craftsman in configuring the wooden board.

From all of our sailing and racing over the summer, Larry and I are in agreement that we did not detect any noticeable difference between any of these boards. We both feel that there is little difference between decently shaped and decently maintained boards within the present class rules.

I must advise that the testing we did was not sophisticated and that subtle differences between boards would have been hard to detect.

Devising a test program to detect subtle differences would be a challenge in itself.

Now to the conclusions that I personally draw from this testing and racing. They are:

1. Again, performance variations between decently shaped and maintained boards are minimal.
2. A new board within the present class rules will not alter my sailing performance and where I finish in the fleet.
3. There are other factors, especially in how I sail the windward leg, which are immensely more critical and important than the performance of the board.
4. A new class "one design" board, outside the present class rules, will not affect my race standings since we will all be using the same board.
5. Any board does not affect my downwind sailing since it is out of the water and

it has a diminishing effect on reach sailing where it is partially out of the water.

More than ever, to improve my sailing, I feel that I need to:

1. Rig and tune my boat better.
2. Get better starts.
3. Most importantly, sail the upwind leg better in choosing wind strengths and shifts.

Now, to one last item comparing the situation we had with sails prior to the introduction of the racing sail and the present situation on boards.

To me, they are not the same due to:

1. A sail can not be visually or dimensionally inspected prior to purchase to a certain performance without considerable work. A board can be.
2. A sail cannot be easily reworked. A board can be.
3. Previous sail variations were more critical than present board variations by a wide margin.

I'm in favor of a new fiberglass board. It is whether the board be within the present class rules or be a larger area board outside the present class rules that is being debated.

Last August, at the Worlds, Bruce Sutphen replaced me on the Advisory Council. I can't think of anyone better qualified than Bruce to serve the Class in that position. I wish Bruce good luck and smooth sailing.

My warm thanks also go to Larry Cochran for his continued support, enthusiastically given over the last many years. Whenever asked, he was there.

Thank you, Larry.

— Gordon Geick

BOAT SHOW VOLUNTEERS NEEDED

Once again, it is time for most of us to put away our sailing shorts and look back on another summer of sailing. One way to bring summer memories back is to share them with others. Sunfish/Laser, Inc. would like to help us do this by asking for our help at various boat shows throughout the country.

It is my job to put Class volunteers together with Sunfish/Laser, Inc. They will make passes available to the volunteers at

the shows listed later in this article. If you or anyone you know is interested in volunteering, please drop me a line or call:

Michael Scriver
2518 Tampa
Walled Lake, MI 48390
(313) 669-1974

This opportunity to work with a new manufacturer is very important if we want the Sunfish Class to survive. With this in mind, it is our obligation to use this opportunity, wisely. So please do whatever you can do; either individually, as a group, or club function. We can still work with dealers at other shows to promote the Class, so don't feel like you can't help out just because the manufacturer will not be at a show close to where you live.

Hopefully, by working together we will strengthen Class Membership and build a stronger relationship between the Sunfish Class and Sunfish/Laser, Inc.

In the past, we have complained about not getting help or cooperation from the manufacturer in promoting the Sunfish Class. Now we are getting that cooperation and must do our part to promote the sport of Sunfish racing.

BOAT SHOW SCHEDULE

NEW YORK BOAT SHOW
January 9-19, 1992
New York, NY

TORONTO INTERNATIONAL
BOAT SHOW
January 9-19, 1992
Toronto, CANADA

CHICAGO BOAT SHOW
January 18-28, 1992
Chicago, IL

CLEVELAND BOAT SHOW
January 18-28, 1992
Cleveland, OH

PHILADELPHIA BOAT SHOW
January 25—February 3, 1992
Philadelphia, PA

DETROIT BOAT SHOW
February 2-12, 1992
Detroit, MI

MINNEAPOLIS BOAT SHOW
February 2-12, 1992
Minneapolis, MN

MIAMI INTERNATIONAL
BOAT SHOW
February 13-19, 1992
Miami, FL
THE NEW DAGGERBOARD

By Harry League

Many of you have asked about the new daggerboard, spurred on by articles in the LEG and rumors. This report will up-date you, pinpoint where we are, and show you what needs to be done.

HISTORY AND PROGRESS

Over the last seven years, the manufacturer has produced three boards: 1. The original U-shaped board. 2. The new board (undersized and phased out quickly). 3. The Barrington board. All of them are made of wood, "within the rule," and all of them are undersized for the original recreational sail plan. As long ago as 1984, Paul Odegard developed a comparative study that showed the maxed-out board was 30-35% undersized. This explains why the Sunfish side-slips so easily.

Also, with the adoption four years ago of the racing sail, it became obvious that something needed to be done about the daggerboard (See Derrick Fries’ article, page 11, Fall/Winter 89’ LEG) because the 3.5 square feet of additional sail area produced an increase in sail performance far above the 5% increase of the cloth alone.

Bruce Sutphen decided to study the problem. His objective was to improve the board but stay within the rule and within the moderate wind envelope of the new sail.

It was through Bruce’s diligent efforts and considerable skills that we began to suspect that nothing could be done to solve the problem within the existing rule. (See Gordon Geick’s article in this issue that reports actual on-the-water tests.) Bruce also proved that a fiberglass board would improve construction and durability. Nevertheless, performance was still limited to a narrow range of conditions and the groove was no larger than the previous three boards, only different. This is not a problem for skilled Sunfishers. Fifteen to twenty years of experience can take a 1% advantage and leverage it to a significant victory.

At that point, a team of concerned class members recognized the need to look into the problem. First, an informal meeting was held at the NA’s in MS. Second, a pulse was taken there and later repeated at the Worlds. People seemed ready to entertain the idea of a better performing board. Third, the manufacturer said that it was interested and offered to build prototype copies of our ideas if we would get them to the factory by 11/01/91.

Rod Koch enlisted the help of Glenn Henderson. Henderson is a noted naval architect and engineer whose SR-27 recently won Sailing World's “Boat of the Year” award. Glenn contributed thousands of dollars in time, skill, and computer modeling to this effort. Here is what we found:

1. Thanks to Bruce’s efforts, we quickly confirmed that nothing could be done within the existing rule to improve performance beyond 1-2% for a given set of conditions— with one major exception.

2. Why then did the reworked boards perform so well? We found and now know that the shapes of the leading edge had to be changed for different wind/sea conditions. This is the reason everyone stalls differently. You must have the right leading edge design for each wind/sea condition; this means 3 to 4 boards for each racer.

3. What is the exception noted in paragraph one, above? We found a 3° - 7° advantage in an asymmetrical design that meets the current Rule. There is a disadvantage in that this board must be rotated 180° each tack. In winds up to 12-15 MPH, this is possible to do in 3 to 4 seconds and the loss is minimal. We are not advocating this approach; however, the word is out. It is one-design, sort of, but not really a good solution.

4. Enter the IYRU whose rules require us to be a one-design boat. This is one of the many reasons we now have a racing sail. The recreational colored ones had no real specs and they were never constructed consistently. Likewise, we discovered the daggerboard, as well as the rudder, suffers the same rule and spec problems. The bottom line is that to attain a true one-design goal, a rule change is necessary, no matter which way we go.

5. What then to do? Stick with the old design and change the Rule? Or take advantage of the change in manufacturing to a molded product and broaden the performance envelope? These are not difficult questions but their answers are important. The difficult question is: can the Class really afford another marginally performing version just for the sake of a Rule that has to be changed anyway? It sounded to us that the time is here for the Class to do the right thing and to do that thing right. Dinosaurs did not adapt; Star boats, Lightnings, FD’s and many others did. The Sunfish, itself, has adapted— from its start as a Sailfish, to a wooden kit, to a production glass boat; from cotton to high tech fabric sails; from rivets to rolled deck construction; and from brass to stainless/aluminum rudder fittings. Keep in mind that your little Sunfish has made a mighty journey from a boat originally conceived as an off-the-beach toy to an internationally recognized and serious racing boat. To hold on to that achievement, we are forced to change the Rule.

6. What would such a board look like if it were really designed for the boat? More important, what should the board do? We propose that the new daggerboard should:

a. Offer beginners a shorter, more forgiving learning curve.
b. Offer a wider performance range in terms of wind speed, crew weight, and skill levels (See Geick’s report, LEG, Spring 1990, page 6).
c. Provide more lift to attract sailors who bypass the Sunfish for other boats.
d. Provide sufficient construction and performance improvement to induce those with the best boards to willingly adopt the new one.
e. Fit the existing daggerboard trunks.
f. Never be modified (except for repairs to the original shape.)
g. Be a money-maker so that the manufacturer can reliably supply us.
h. Be affordable—$125.00 to $175.00 range. Note: current board is almost $100.00 at 10/01/91.
i. Eliminate the need and make it illegal to shape the board—polishing with 600 grit is okay.
j. Eliminate the need for multiple boards. (Findlay has five boards; the Bergmans have six).
k. Eliminate warping and twisting.
l. Eliminate the need to fish through your dealer’s stock to get a good (?) one.
m. Have a class approved seal.
n. Have easy to use—readily available templates for measuring at Regattas.
o. Eliminate humming noise.
p. Be easy to maintain.
q. Be engineered to last.
r. Be attractive and finished to inspire confidence.
s. Give back-of-the-packers a chance to keep up. The idea here is that if they can at least see the first place boat finish, they would enjoy racing more. Currently, this is hard to do because they are still heading for the downwind mark.

TODAY

There are really two prototypes: the Henderson board and Bruce’s board. (See Gordon Geick’s article, in this LEG for more detail.) Bruce is seeing if he can eke out better performance. However, as designed,
the current Bruce board performs only as well as the best modified boards. There is some evidence that it is somewhat better than the stock wooden boards but it will require another learning curve to sail well.

Rod Koch has finished the Henderson board. It has been tested in FL and at the "Great Pumpkin Regatta". Peter Johnstone and Bill Richmond of SLI are aggressively supportive of a new board. They have promised to copy this prototype, set up a test procedure in Portsmouth area, and forward those copies to the Regions for additional comments and tests.

The Henderson board is a max design concept that will meet all of the criteria above. Also, it is designed so that the testers can "dial-in" performance levels. Once the on-the-water performance has been measured, we will remove the "dial-in" characteristic and fix the design. This is an important attribute because for the first time, the Class will have a say in how much or how little to improve performance.

THE FUTURE OR WHAT NEEDS TO BE DONE

1. The Henderson prototype needs to be tested further. Although computer modeling programs are highly predictive, there are design-to-reality problems that are sure to arise. We are encouraged by Gordon Geick's tests and Larry Cochran's studies. Both have demonstrated that the Henderson concept is a way to improve performance.

2. There are two ways to get to one design:
   a. Freeze the existing design; accept its shortcomings and deficiencies, and allow no modifications OR
   b. Adopt an improved performance design and allow no modifications.

These two issues will be addressed either in a future LEG article or by a questionnaire sent to old members of the Class. If any of you would like to contribute ideas, please write to your Regional Reps and send a copy to: Harry M. League, 1701 Rosehill, Arlington Heights, IL 60004. I am collecting concerns, questions, answers, ideas, etc. You, as a Class member, deserve to have input. Please send us your thoughts now!!

3. The cost of the board needs to be determined.

4. An implementation plan needs to be adopted to make the transition, i.e., do we establish a single date to convert; do we phase in the board/Rule; will the new board be sold with a new Sunfish or as an after market product; what happens if....? We need to know your thoughts—please send them now!!

5. IYRU approval needs to be sought. Lee Parks has the new, streamlined procedure, which is considerably easier than in the past. Once the Class approves, it will be easy to do and a lot faster than in the past.

6. If we are to accomplish anything, we need a schedule and time table. Therefore, I propose the following:

   SCHEDULE OF EVENTS
   11/01/91 • All prototypes to SLI, Portsmouth, RI.
   11/30/91 • SLI to produce six copies of each board.
   12/15/91 • All questions, concerns, etc. to your Regional Reps, with a copy to Harry League.
   12/31/91 • SLI to complete on-water tests and report findings.
   12/31/91 • Article or questionnaire to the Sunfish office for mailing.
   01/15/92 • Boards to Regions for Class input and comments.
   03/31/92 • Class input and comments on prototypes completed.
   04/30/92 • Report to Class Association in Spring Issue of LEG.
   07/92 • Report to Class at NA's and vote.
   08/92 • Report to Advisory Council and vote at World's.
   09/92 • IYRU approval and mold construction.
   10/92 • First runs measured and tested by IYRU.
   11/92 • Begin production.
   01/93 • Release new boards.

CONCLUSION

The purpose of this article really has been to get all of us thinking about the daggerboard and the direction the Class should take. Some out there will want an improved performance board. Some will insist on sticking with the old design. Whichever is your choice, please understand that dinosaurs did not adapt; that not all animals that changed did so successfully; that the Sunfish has had many changes over the last 30+ years; that there are 1600 Class members in the world; that there are 248,000 other Sunfishers out there; that we have had four or five manufacturers, at least one of which went bankrupt; that we do not currently have a true one-design daggerboard; that most Sunfish owners do not pay dues or support the Class Association; that some Sunfish owners do not care what the racers do; and that some local fleets adopt their own rules and accept changes at their own rates. We, the Class, need to recognize that it is our responsibility to decide one-design issues and that the current problem is that the Rule must be changed to assure the one-design IYRU mandate. If the Sunfish is to survive, it must adapt successfully. Our task is to lead it through that process and to implement the best of the options available in a timely fashion.

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Designed by sailors for durability and ease of use, our covers are made with modern marine acrylics or polyesters that are lighter than canvas and won't rot or shrink when wet.

Our polyester bottom cover has a reflective stripe on the transom and unlike some covers, our acrylic deck cover has side skirts which extend below the chines, protecting both the deck and topsides from UV damage, and offer them in more than 20 colors. Both covers have a quick-connect tie-down system and a nylon storage bag.

We also have padded hiking straps in a choice of colors, polyester sail/spar bags (tireable and less expensive than acrylic) and foam padded centerboard and rudder bags to protect your blades.

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VIDEOS - VIDEOS - VIDEOS
WHERE ARE THE VIDEOS?

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

First Worlds (St. Thomas)
Third Worlds (Bermuda)
SAIL TO FREEDOM
18th Worlds (Aruba)
19th Worlds (Nassau)
1989 Masters Regatta (Florida)
SUNFISH Promotional Video

Terry Beadle
313-673-2750
The Sunfish Office

Windward Leg Fall/Winter 1991/92
GETTING THE LOCAL REGATTA IN PRINT

By Charlot Ras-Allard

Amongst the crowds of sailors on the race course, racers sail their hearts out. Afterwards, cold drinks, or hot ones if frostbiting in Barrington, are usually served. It’s expected.

Keep in mind these same sailors, when their copies of Windward Leg come, wish to see their scores, a second look in case they never bothered to write them down. What happens when those scores are not there? They were expected.

This problem, unfortunately, crops up more often than one might expect. Regatta chairpersons forget to send the scoresheet or some other leftover sheet. Peg, it report that racing highlights, and off-the-water activities in heavy air worked out. By Chariot's hometown, state, and country (if a sailor). With it represents .75 points), and the total number of points.

In a day and age of personal computers and desktop publishing, it would be most wise if the regatta chairperson typed them onto a computer. The floppy disk should also be sent with an explanation of what environment it was done in (IBM or Mac). Then, the regatta chairperson should explain what wordprocessing program and subdirectory (if any) the file(s)is/are on, and

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THE WORK BENCH

A COLUMN ON IDEAS AND UPKEEP

By Brian Weeks

THE "WORK OUT" BENCH

This past winter, with no work going on at the shop after hours, (besides testing out the new West-Graphite board coating) I decided to finally build myself a hiking bench. I never thought I would but there it was and it took about twenty minutes to build. I figured I'd try building my hiking muscles just a bit to see if it affected my performance on the race course.

I must admit I didn't use it as much as I could have but for a couple of months in the spring and early summer; I did use it, hiking out for as long as I could and sitting on the bench. To my surprise, I started sailing better in heavier air. At a local spring regatta, I held on to get a third in a fairly competitive fleet in twenty knot winds. In club races, (when I usually took mid fleet finishes in heavy air) I was still winning races.

In Mississippi at the N.A.'s, I sailed pretty badly. After taking a second in the practice race, (I should have quit then) I qualified thirty-first and by Thursday morning, I was sitting about forty in the Championship series. To my surprise, I had my best race in the series on that Thursday, (until the final light air race) in heavy air over twenty knots. I'm no heavy air man at 135 pounds. After four days of Mississippi heat, I was probably 125 pounds. The hiking bench, however, and some confidence and practice in heavy air worked beautifully. I was slower than the real "movie stars" but I outlasted most of the fleet on the full Olympic course. By the third windward leg, still not tired out, I moved up to 18th at the finish line.

When you know you can handle the heavy air, it gives you much more confidence in your series scoring ability. I went home from the N.A.'s feeling a little better than I had for most of the week. I did well in a few more club races and went on to win the New York Regional; beating out 40 or more sailors. I was always skeptical about being in good shape helping me to sail better. I guess I was wrong. Let me tell you how to make a quick and easy hiking bench.

MATERIALS

2-2x4's (48" long)
2-2x4's (28" long)
2-2x8's (17" long)
2-pieces of 1/2" plywood (12" x 32")
1-piece hiking strap webbing about 45"
some #10 galvanized nails
some #6 galvanized nails
1-piece carpeting about (16" x 26")
some staples or tacks

INSTRUCTIONS

1. Frame out a rectangle out of 2x4's so it ends up measuring 28" x 51" with #10 nails. Drill for the nails so the wood does not split.

2. At the center of each long side of the rectangle, nail the 2’ x 2" so it is upright and flush with the bottom. Nail it well with #10 nails. (If you're heavy, you may need to bolt them or put on some angle supports.)

3. Nail the two pieces of 1/2" plywood together; centered on top of the 2x8's for a seat. You now have a 1” thick seat above the frame of the bench. Cover this with carpet and staple or tack it underneath.

4. At the front of the bench, with 6 nails, tack one doubled over end of the hiking strap material to the side of the 48" 2x4. Make it so the strap ends up about 6" below the height of the seat when you are sitting on the bench. After determining the length of the strap, nail it to the other side (doubled over) with #6 nails.

5. You may add ropes or lines to the bench to imitate the main sheet but this also lessens the amount of work your stomach muscles do since you're using the sheet to hold you up.

6. Paint the bench if you desire.

GOOD LUCK AND HIKE HARD!

COMING SOON: MAKING A STOCK BOARD INTO A "SPEED BOARD"
The hotel and Championship fleet in Curacao as seen through the window in the sail. — Photo by Joel Furman, sailing and snapping

Joe Kaukeinen of New York is happy to be here and ready to go. — Photo: Peg Beadle


Hello, Bonaire Boys! They were friendly, always. — Beadle Photo

Jean Bergman works on her Sunfish with the men getting a lesson. — Photo: Peg Beadle
Sunfish sailors sailed from the race site to an area of Curacao.

The Curacao Race Committee did everything to perfect the course. Time to attach the mark! Swim it out!

— Beadle Photo

The champion, Stephen Smeulers and his mom, Julia, after his traditional toss in the pool.

— Beadle Photo

Jesus Feris, 15, of Santo Domingo in the Dominican Republic, received the award for being the youngest participant in the 1991 World Championship.

— Beadle Photo

Poppy (a news reporter) and the Orangemen were on the race course as crash/boat at the Worlds in Curacao.

— Beadle Photo

Lee Parks with Alex Roose at the 1991 World's in Curacao.

— Beadle Photo

Around the mark, Curacao 1991.

— Photo by Steve Shepstone

Times Square, New York City. L to R: Ethel Eist Office, NY; Piet Sampson, Curacao Foundation; Paul Hotzel, Hagemeyer (Kodak) Export, Miami, FL.
Adjusting the gooseneck position is an advantage but is also a problem. The old “Screw-Bolt” was replaced by the hex head bolt and then by the “Cam Bolt”. All of these depend on the clamping action of the gooseneck. The following is an inexpensive, easy way to adjust the “GN”. It is not “Class Legal” but I hope it will soon be, with your help.

Looking at the “GN”, you will now that the clamp does not touch the metal of the boom, all the way around. There is a small space that is open; just large enough for the head of a screw to slide under, if properly lined up. Here is what we do.

First, loosen the bolt on the clamp until the “GN” slides easily. Push it aft; out of the way. Now, mark off your line along the spar. To take care of this, I installed an aluminum backing plate for the screws to bite into; inside the spar. It now feels rock solid.

It takes hands to adjust the setting. Use the right hand to hold the “GN” level. With the left hand, rotate the boom and slide it to the desired notch and then let go. That’s all that is required. It is a simple and efficient way to adjust your gooseneck.

If you try it, write to the Class Technical Committee and give them your evaluation; good or bad. I trust they will give it due consideration.

NOTICE

INTERNATIONAL MASTERS, 1992

The FL Sunfish Association and Patrick Yacht Club will host the 1992 International Masters Championship at the site of the 1991 Midwinters at Patrick Air Force Base, Satellite Beach, Florida. The dates will be February 27, 28, and March 1, 1992.

There will be a few charter boats available on a first come basis. It is a fine sailing site. We hope to see a lot of sailors. Contact Bill Haberland, 437 N. Neptune Dr., Satellite Beach, FL 32937, 407/777-4862 (H)
The Southeast Regional Sunfish Regattas were held on Sept. 28/29th at Columbia Sailing Club, South Carolina. This beautiful club, on a deep water lake at the foothills of the Appalachians, continued its reputation for hosting friendly, well-organized championship regattas. A total of thirty seven Sunfish showed up on Saturday morning as a bright autumn sun burned darkened the sky attracting sixteen sailors with World Championship qualification in mind. Five minutes later, a combined start of Master’s and Junior divisions was equally hotly contested with nine and twelve starters, respectively. The courses were long Olympic and the periodic 20° shifts put a premium on reading and profiting from the opportunity they presented. In the Championship division, Jr. National Champion David Clement and his Tampa mentor, Jeff Linton, showed their strength by finishing 2nd, 1st and 1st, 2nd, 6th in Saturday’s three races to end the day 1st and 2nd, respectively. Their dominance was relieved during the third race when local Junior Ace Chris Blundy battled with Clement for the entire race to finish second after they had seldom been more than one boat length apart.

Not all of the hot Juniors sailed in the championship division, as they were attracted by the possibility of starting with four time Y Flier National Champ, Bruce Loring, whose local Master’s Sunfish prowess is legendary. Bruce sailed to three firsts in the Saturday Master’s races but Charleston Junior, James (aka Bartle) Ewing, showed excellent speed and tactical savvy, far beyond his 14 years, by taking 3 Junior firsts, but also finishing ahead of Bruce in every race.

Saturday evening’s gourmet steak dinner was prepared by some of the best chefs in the Southeast and hot but friendly discussion raged over many of the closely contested races. Sunday’s races began with the same shifty wind which began to die; delaying the first Master/Junior start. However, the wind came back strong enough to get in two full Olympic courses which decided the regatta in each division.

Bruce Loring continued his domination of the Masters but Lamar Davis from Savannah came on strong to take second place from local, Gary Hodo. In the Juniors, Whit Davis, also from Savannah, squeezed in ahead of Summerville’s Oliver Humphries for third while Midwinters Jr. Champion, Andrew Swan, finally found the secret of the Lake’s shifts to finish second overall behind James Ewing who continued his string of bullets.

The Championship division was a cliffhanger as Saturday’s leader, Clement, was over early in the first race. He managed to fight back through the fleet to fourth place where he was held by another local Junior, Chris Rawlings (91st Founder’s Cup). This set the stage for a last race showdown with Jeff Linton.

In this last race, David never managed to shake Jeff’s close cover so he finished second. As Linton had already qualified for the Worlds, David won the coveted right to represent the Southeast. Fellow Tampa sailor, Mark Taylor’s third overall, rounded out this area’s dominance of the Regionals.

— Keith Rawlings

### SOUTHEAST REGIONALS

Columbia Sailing Club, SC

**SOUTHEAST SUNFISH REGIONAL CHAMPIONSHIP**

<table>
<thead>
<tr>
<th>Sailors</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>James Ewing</td>
<td>33</td>
</tr>
<tr>
<td>Andrew Swan</td>
<td>31.75</td>
</tr>
<tr>
<td>Whit Davis</td>
<td>29</td>
</tr>
<tr>
<td>Oliver Humphries</td>
<td>27</td>
</tr>
<tr>
<td>Philip Summers</td>
<td>25.75</td>
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<tr>
<td>Seph Limehouse</td>
<td>24</td>
</tr>
<tr>
<td>Suzanne Groves</td>
<td>26</td>
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<tr>
<td>Billy Groves</td>
<td>26</td>
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<td>Taylor Highsmith</td>
<td>28</td>
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<tr>
<td>Ed Putnam</td>
<td>26</td>
</tr>
<tr>
<td>Briggs Montie</td>
<td>24</td>
</tr>
<tr>
<td>Danny Woodduff</td>
<td>22</td>
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</tbody>
</table>

### SOUTHEAST SUNFISH REGIONALS

Columbia Sailing Club, SC

Sept. 28-29, 1991 37 boats

#### OPEN

<table>
<thead>
<tr>
<th>Boat No.</th>
<th>Name</th>
<th>Points</th>
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<tbody>
<tr>
<td>1</td>
<td>Jeff Linton</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>David Clement</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Mark Taylor</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Chris Blundy</td>
<td></td>
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<tr>
<td>5</td>
<td>Bill Haltiwanger</td>
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<tr>
<td>6</td>
<td>Arthur Simmons</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>John Anderson</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Bill Wingrove</td>
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<td>9</td>
<td>Chris Rawlings</td>
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<td>10</td>
<td>Eric Erickson</td>
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<td>11</td>
<td>Don Acker</td>
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<td>12</td>
<td>Lois Blodgett</td>
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<td>13</td>
<td>John Fragakis</td>
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<td>14</td>
<td>Nancy Swan</td>
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</tr>
<tr>
<td>15</td>
<td>Mike Montz</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Hoke Huss</td>
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#### JUNIORS

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<td>1</td>
<td>James Ewing</td>
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<tr>
<td>2</td>
<td>Andrew Swan</td>
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</tr>
<tr>
<td>3</td>
<td>Whit Davis</td>
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<td>4</td>
<td>Oliver Humphries</td>
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<td>5</td>
<td>Philip Summers</td>
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<td>6</td>
<td>Seph Limehouse</td>
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<td>7</td>
<td>Suzanne Groves</td>
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<td>8</td>
<td>Billy Groves</td>
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<td>9</td>
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<td>Ed Putnam</td>
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<td>11</td>
<td>Briggs Montie</td>
<td></td>
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<tr>
<td>12</td>
<td>Danny Woodduff</td>
<td></td>
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#### MASTERS

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</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Bruce Loring</td>
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</tr>
<tr>
<td>2</td>
<td>Lamar Davis</td>
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</tr>
<tr>
<td>3</td>
<td>Gary Hodo</td>
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</tr>
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<td>4</td>
<td>Anna Haltiwanger</td>
<td></td>
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<td>5</td>
<td>Tom Albergotti</td>
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<tr>
<td>6</td>
<td>Ed Bailey</td>
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</tr>
<tr>
<td>7</td>
<td>Rebecca Dotterer</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Curtis Rhodes</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Michael Kapp</td>
<td></td>
</tr>
</tbody>
</table>

### SUNFISH WEEK Seminar

**Seminar**

**with National Caliber Guest Experts**

**December 1 - 6, 1991**

in the Florida Keys

(The week preceding the Red Lobster Regatta in Orlando)

**5 Days of:**

- Boat Handling
- Tactics
- Starts (over 200)
- On-Water Drills (all day)
- Boat/Sail Tuning
- Lectures/Videoreplays

$600 per person includes Seminar, Room (dbl. occ.), Meals, tax & Tips

**Rick White’s Sailing Seminars**

1-800-484-2075 and Dial “SAIL” after the beep

**Windward Leg Fall/Winter 1991/92**

**15**
The Houston Yacht Club was the venue for one of two Southwestern Regional Championship Regattas for 1991. Forty-four sailors competed in four divisions; novice, junior, senior and masters. To determine ranked candidates qualifying for the worlds, the senior division and masters division sailed as a combined fleet, while each division was also ranked separately for division trophies. The top three sailors in the combined fleet were awarded sailing grants to pay their entry fee to the worlds. These grants were funded through regatta fees paid by all the competitors registered for the regatta.

The regatta was sailed in shifty 5-10 MPH east to southeast breezes, on a warm early fall weekend. The age of sailors ranged from 12 years to 77 years of age. The six race series provided for one throw-out race. The novice and junior fleets sailed a triangle while the combined Senior/Masters fleet sailed an Olympic course.

World Qualifier Scoring - The senior division and the masters division were scored as a combined fleet of 27 boats for qualifying for the 1992 Worlds.

--- John W. Focke
SUNFISH SEMINAR IN KEYS IS CAMP FOR ADULTS

Twenty-two Sunfish sailors came from PA, IL, NJ, TX, and FL for the first Sunfish Week hosted by Rick White’s Sailing Seminars April 7-12 in the Florida Keys. And the first comment from a woman at the gel-acquainted party was, “It’s nice to see so many mature faces here – I thought I would be playing den mother to a bunch of young people.”

The sentiment was echoed throughout the week by others who were pleasantly surprised to find that this is a sailing camp for adults.

“‘There seems to be quite a few programs for the young people,’” Rick White explained, “but there is nothing much available for adults who want to improve their sailing and racing skills – we’re trying to fill that gap, which, when you think about it, really includes the rest of a person’s lifetime.”

Sailing is one of the few sports in which people really CAN remain active all their lives, according to White (who is 54 himself). He points out that the older we get, the more important is proper technique “to take over when the stomach muscles fail us.”

“And to win races,” he added, “we have to rely more on brains than on brawn, sail smarter, sail a shorter distance on the race course, beat people on tactics. Sailing faster, smarter and safer – that is what our seminars are all about.”

LAKE TARPON SUNFISH FLEET #664

by Herb Swanson

Just who is this fleet??? Well, for starters, they are a varied group of 17 people at the present time. Most of them live in the Lake Tarpon Mobile Home Village, Palm Harbor, Florida, which has a minimum age requirement of 55 years. There are a couple people in the fleet who are in their 70’s (one in 76). Only 5 are under 55. The fleet is not limited to men; there are two official female members and sometimes one or two other ladies join the starting line.

For international flavor, there are two people from Great Britain—one even wears a British flag type T-shirt and flies a small British flag from his mast.

One of the members does not let the fact that he has only one leg stop him from racing with the rest of the fleet. Once he is on his boat, he has just as much chance to win as the others and he’s not afraid to give them some competition.

The fleet also recognizes in its ranks the current Masters World Champion of the Snipes, the United States Master Champion of the Sunfish Seniors Division, a National Aquacat Champion, a National Butterfly Champion, and three trophy winners in the Venture fleets (one of whom was also the fleet champion a couple of times).

As one member stated-- "we are 17 members and growing faster than we are aging."

Some of the other boating people in the mobile home park see how much fun these folks are having, that they are looking for Sunfish of their own so that they can start racing in the fall when the winter series starts (after some of the other people get back here from up north). The summer series runs from the end of April to the beginning of November and they usually have 8-10 boats on the starting line. In the fall, the Sunfish are joined by other sail boats – Harpoons, Sunbirds, Pintails, etc.
ROAD TRIP!

By Brian T. Weeks

This is not a message to your every day hot-shot sailor who appears at six Regionals a year and has qualified for the Worlds eight years in a row. This is for the advancing sailor or the lady or fellow who have been club racing for years and feels like their learning has come to a standstill; or maybe you’re just simply bored. The road is the place for you!

So many people are afraid to venture out of their own little bay, river or lake, when the real world of Sunfish and one design racing lies beyond. You should be faithful to your own club but you wouldn’t believe what you can learn, or just simply the fun and new and exciting people that await in other areas that are only an hour or two away.

Traveling with your Sunfish is very simple. The boat is so small and light that it can easily be car-topped or trailered. There are so many regattas going on almost every weekend of the year that you can easily pick and choose a handful that are not too far from your front door.

I think a road regatta is well worthwhile if it is well attended and less than three hours away. What’s the big deal about getting up at six on a Saturday morning to participate in a sport which you really enjoy? A two day regatta, such as a masters or a regional, is worth a Friday off and a six hour trip. These events are very exciting and welcome new participants.

When I first started Sunfish racing, I was just finishing high school. I joined a local yacht club and began club racing. We would get about ten to fifteen boats out on two nights a week. I learned fairly quickly, but naturally, the real hot sailors were a long way in front of me. One of the first things I did, however, in getting into the sport was to join the Sunfish Class. What was the big deal about a little contribution in order to get the newsletter, schedule and keep up with ideas and class develop-

ment? Through the schedule, I found out about a regatta an hour from home. I packed up the boat and was off.

I learned so much in that one day that I felt like a genius when I returned to the club the following weekend. What a help it was to have five races in one day and race against 35 boats.

In the next two years, I did the local circuit from yacht club to yacht club along the Great South Bay of Long Island. Each club had a two day regatta on each weekend of the summer. I had moved up to be one of the better “Sunfishers” at our club, but now I had learned that the different clubs each had their own good sailors.

By this time, my father was also racing, so we had been forced into buying a trailer and rigging it for two boats (see “The Workbench”). Traveling is even more fun when you have a friend or “sparring partner” along as your mate.

What happened back in the middle 1980’s, was that Sunfish racing on the bay began to dwindle. Weekend fleets began to be about five boats or so. It was time for me to look elsewhere. The rest was history. I discovered very quickly, in the next few years, that traveling was fun, was a nice way to meet all kinds of new people and see different coastal areas that are not that far away. It’s fun to visit new yacht clubs and sail on different bodies of water. The most important thing, however, was how quickly I learned, attained skills and became a good sailor. It was interesting to see how the sailors at home missed out on up to date boat tuning, starting tactics and other important details. By traveling you get to race with some of the best Sunfish sailors in the country. My first couple of regionals were real learning experience. The big fleets and competition were incredible. In 1983, a “local boy” by the name of Joel Furman, talked me into going to my first North Americans. What an experience! I will never, never forget that first day of sailing. In the first race on Lake Michigan in light air, thinking I was going to sail so badly, I looked back at the first windward mark from third place to see a hundred or more boats in back of me. That single moment is enough to make you never want to stop sailing for the rest of your life.

I don’t want to make it sound like I am on the road all year long, but a few traveling regattas thrown in here and there between club races will make for a great season. Typically, I start the year by traveling to New Jersey in the spring for the

SANJL series. This has to be one of the best run and attended series in the country. They average almost forty-five boats a weekend. Lake sailing is great training for the coastal water sailing later on. It sharpens your skills for wind shifts and agility.

The rest of the season I stay close to home except for the Barrington, RI regional which is always well attended by some of the best sailors in the country, and the North Americans, wherever they may be. Anyone can and should sail in the North American’s. I can’t stress enough the amount of fun you will have as well as the skills you will attain by racing this regatta. My year usually winds down to a regatta or two in Connecticut or New Jersey to finish off with the home frostbite series.

By the way, another great learning experience, if you’re within an hour or so, is the Barrington, RI frostbite series. Some of New England’s top sailors participate and it runs for most of the winter.

Traveling is fun, adventurous and a great learning experience for sailors of all ages. If you can rig up a car roof rack system or a trailer, you will be all set to go. I hope to see you all on the road!
July 20-21, 1991
Devil’s Lake, Manitou Beach, MI
September 14-15, 1991
13 boats

1. Ron McHenry
   Cortland, OH
   1-3-1-3-4
   11.50
2. Ray Steely
   Maumee, OH
   7-6-3-1-1
   17.50
3. David Metzger
   Perrysburg, OH
   6-1-5-4-3
   18.75
4. Michael Scriber
   Wolverine Lake, MI
   4-2-7-2-7
   22
5. Tim Katterhenrich
   New Knoxville, OH
   3-5-8-7-2
   25
6. Bruce Hubele
   Davison, MI
   2-1-1-2-5-8
   28
7. Dan Feldman
   Highland Park, MI
   5-4-9-6
   29
8. Jim Towler
   Jackson, MI
   8-8-4-10-9
   39
9. Gail Turluck
   Chelsea, MI
   9-10-10-9-6
   44
10. William Barr
    Akron, OH
    10-7-11-8-10
    46
11. Glenn Betzoldt
    Onstead, MI
    11-9-6-11-11
    48
12. Dick Wagner
    Perrysburg, OH
    12-13-12-12-13
    62
13. Justin Santhich
    Perrysburg, OH
    13-12-13-12-13
    63

The racing at Devil’s Lake, MI was as close as sailing races ever get. In almost every race, there were lead changes with just about everyone leading a race at sometime during the regatta. Ron McHenry traveled from Pymatuning Sailing Club, which is situated on the Ohio-Pennsylvania state line to see how a Sunfish should be set up for racing. He was set up just fine; always sailing consistent and having good speed. William Barr traveled from Akron, OH and Dan Feldman came from the North side of Chicago. Sunfish racing is making a comeback in Michigan and Ohio. Put Devil’s Lake on your Fall schedule for 1992.

NEW ENGLAND REGIONAL CHAMPIONSHIP
Wequaquet Lake Yacht Club
Centerville, MA
July 20-21, 1991
44 Boats

8. Larry Cochran
   Manchester, CT
   6-12-9-10-9-2-15
   48
9. Drew Butter
   Plymouth, MA
   12-16-17-7-19-7
   49
10. Gordon Gack
    Collinsville, CT
    9-5-4-13-20-3-16
    50
11. Steve Langford
    So. Windsor, CT
    (18)-7-15-2-13-11-8
    56
12. Tom Phibbick
    Centerville, MA
    7-6-19-21-11-7-6
    56
13. Peter Barnes
    Welllesley, MA
    (19)-17-16-4-18-12
    72
14. Steve Smith
    Lyme Center, NH
    11-18-17-23-8-14-11
    79
15. Denis Futterlieb
    Gorham, CT
    8-14-14-(18)-15-15-13
    82
16. Doug Ambos
    Norton, MA
    15-19-11-12-16-25-9
    82
17. Butch Gack
    Plymouth, MA
    (22)-6-6-14-12-19
    87
18. Don Stucke, Jr.
    Warren, RI
    2-21-10-17-17-21-22
    88
19. Ray Buchanan
    Chatham, NJ
    16-9-18-19-21-16-20
    98
20. Mary Charles
    Manchester, CT
    17-13-25-20-24-2-11
    101
21. Jim Torkelsen
    Centerville, MA
    23-15-20-8-18-20-16
    104
22. Geoff Stucke
    Centerville, MA
    20-20-21-16-19-17-18
    110
23. Wendy LeJava
    Centerville, MA
    26-28-22-24-23-25
    112
24. Peter Beckwith
    Wayland, MA
    24-29-26-28-24-14
    143
25. Paul Borsle
    Southington, CT
    28-23-24-22-29-26
    146
26. Todd Hadfield
    Orono, ME
    24-27-23-25-26-28-14
    152
27. Marianne Phibbick
    Centerville, MA
    21-24-DNS-DNS-DNS-(30)
    157
28. Richard Cazeault
    Centerville, MA
    27-30-27-28-26-22-17
    157
29. Phil Brangforte
    Centerville, MA
    29-25-28-27-31-29-28
    164
30. Mark and Dianna Guire
    Centerville, MA
    DNS-DNS-DNS-DNS-DNS-
    174
31. Paul Penta
    Marston Mills, MA
    DNS-26-29-29-32-31
    175
32. Bill Guay
    Westport, MA
    DNS-DNS-DNS-DNS-DNS-
    183

JUNIORS

1. Darryl Tamash
   Centerville, MA
   1-2-1-1-(2)-1-2
   7
2. Nancy LeJava
   Centerville, MA
   2-1-2-2-1-(2)-1
   8.25
3. Megan Farringdon
   Oosterville, MA
   3-3(DNS)-3-3-3
   18

JUNIOR DOUBLES

1. Allison Nueves
   Amy Parker
   3-1(DNS)-1-1-1-1
   8.75
2. Chris Graham
   Jimmy Brown
   2-4-1-2-3(4)-4
   14.75
3. Susan Oberton
   Mary Kate Moniz
   4-2-3(DNS)-2-2-2
   15
4. Rob Oberton
   Jay J. Friel
   (7)-3-2-3-5-4-2
   22
5. Elisa Rebbi
   Teresa Rebichaud
   1-DNF-5-5(DSO)-3-7
   30
6. Kristin Zikes
   Kerry Moniz
   6-5-4-7-9-5
   30
7. Sara Parker
   Megan Stephenson
   5-4-4-4-8-1
   34
8. Karolyn Zikes
   Caroline Stephenson
   8-7-6(DNS)-DNS-8-6
   45
9. Jessica Jay
   Lyndsey Stephenson
   (DNS)-DNS-DNS-DNS-7-9
   54

Wind: SW-NW 5 to 20 mph

NEW ENGLAND REGIONAL CHAMPIONSHIP
Barrington Yacht Club, Barrington, RI
June 8-9, 1991
41 Boats

1. Scott Kyle
   USSCA President and two
   World Champion, continued his win-
   ning streak by placing first overall at the
   New England Sunfish Regional Champion-
   ship hosted by the Barrington Yacht Club,
   June 8 & 9.

Five races were held during the two day
event. Weather conditions were fair with no
rain and little wind. Race Committee Chair-
man, Peter Breuer, said that the race
results clearly reflected the light wind conditions.

Forty-one boats participated in the two
day event. Kevin Coughlin won the NBYA
trophy, placing forth overall. Junior member,
Drew Butter did well, placing 27th overall. Eric Goetz, America’s Cup
builder and representative of Barrington,
placed 26th.

— Peter Breuer
1991 GOOD LIFE GAMES

The Sunfish has again been selected as the "Anchor Class" for the 1991 Good Life Games in St. Petersburg, FL. "GOOD LIFE" is the name selected after the Olympic committee objected to use of "Senior Olympics".

The sailing event last year attracted eighteen skippers age fifty-five or more. St. Petersburg Yacht Club will again be host. Present plans call for the races to be on November 15th (Friday) and 16th (Saturday). There will be no tune up race on Thursday.

The St. Petersburg Yacht Club is a world class outfit, known for its expertise in running races and hospitality.

It is urged that all Sunfish sailors, Class members or not, plan to attend. There may be separate classes for women. Launch and storage facilities will be handled by the city of St. Petersburg Sailing Center on the waterfront in the heart of downtown.

Principal sponsors for the Good Life Games are Barnett Bank, Channel 13 TV, and the St. Petersburg Times. We are in very good company.

There will be some charter boats available. Contact Steve Honor 813-398-1278. For general information, call Bill Nunn, 813-384-1621.

— Bill Nunn

1991 MIDWEST REGIONAL SUPER SAIL XIX

Lake Michigan, Winnetka, IL

July 20-21, 1991 28 boats

1. Scott Kyle 1-3-1-2-(DNS)
   Winnetka, IL 8.50

2. Bob Findlay 3-2-3-2-(DNS)
   Wilmette, IL 9.50

3. Dan Feldman 5-(13)-9-4-1-4
   Winnetka, IL 22.75

4. Chris Lowrie 8-1-3-5-(DNS)
   Lake Bluff, IL 24.75

5. Todd Gay 10-4-11-7-(13)-3
   Springfield, IL 35

6. Bill Bergman 6-11-6-13-(16)-2
   Winnetka, IL 38

7. Doug Moline 4-10-214-17-6
   Wilmette, IL 41

8. Dan Brown 2-7-16-10-7-(DNS)
   Chicago, IL 42

9. Marc Kasser 11-7-5-(DNS)-8
   Winnetka, IL 44

10. T. Katcherheinrich 9-8-14-12-5-(16)-8
    New Knoxville, OH 48

11. Harry Lee 12(16)-13-11-6-7-6
    Arlington Hts., IL 49

    Chicago, IL 55

13. Bill Katterheinrich 7-5-(DNS)-14-19-10
    Winnetka, IL 55

14. Mike Scriver 18-10-18-10-12-11
    New Knoxville, OH 57

    Wilmette, IL 64

    Winnetka, IL 65

    Winnetka, IL 78

    Winnetka, IL 81

19. Paul Wood 15-12-21-20-16-(DNS)
    Prospect, IL 86

20. Matt Garrison 19-22-12-18-(22)-7-17-8
    Winnetka, IL 88

21. Shappo Gutierrez 20-20-23-(17)-20-13
    Deerfield, IL 90

22. Bill Nelson 16-24-17-22-1-15
    Wilmette, IL 91

23. Steve Steer 24-23-24-25-25-(DNS)
    Springfield, IL 121

24. Danny Weolan 27-20-22-24-23-(DNS)
    Winnetka, IL 122

    Winnetka, IL 122

26. Sarah Tuing 25-27-(DNS)-DNS-DNS-DNS
    Winnetka, IL 137

27. Danny Weolan 26-26-DNS-DNS-DNS-DNS
    Winnetka, IL 139

1991 MIDWEST REGIONAL CHAMPIONSHIPS

Lake Springfield, IL

June 22-23, 1991 22 boats

1. Scott Kyle Springfield, IL
   Winnetka, IL 1-3-2-1-2-(DNS)

2. Bob Findlay Springfield, IL
   Winnetka, IL 1-3-1-2-(DNS)

3. Todd Gay Springfield, IL
   Wilmette, IL 5-(13)-9-4-1-4

4. Chris Lowrie Springfield, IL
   Lake Bluff, IL 8-1-3-5-(DNS)

5. Todd Gay Springfield, IL
   Wilmette, IL 10-4-11-7-(13)-3

6. Bill Bergman Winnetka, IL 6-11-6-13-(16)-2

7. Doug Moline Winnetka, IL 4-10-214-17-6

8. Dan Brown Chicago, IL 2-7-16-10-7-(DNS)

9. Marc Kasser Winnetka, IL 11-7-5-(DNS)-8

10. T. Katcherheinrich New Knoxville, OH 9-8-14-12-5-(16)-8

11. Harry Lee Arlington Hts., IL 12(16)-13-11-6-7-6


13. Bill Katterheinrich Winnetka, IL 7-5-(DNS)-14-19-10

14. Mike Scriver New Knoxville, OH 18-10-18-10-12-11


17. Andrew Holzhauser Winnetka, IL 25-19-18-19-10-12


19. Paul Wood Prospect, IL 15-12-21-20-16-(DNS)

20. Matt Garrison Winnetka, IL 19-22-12-18-(22)-17-8


22. Bill Nelson Wilmette, IL 16-24-17-22-1-15


26. Sarah Tuing Winnetka, IL 25-27-(DNS)-DNS-DNS-DNS

27. Danny Weolan Winnetka, IL 26-26-DNS-DNS-DNS-DNS

Silver Fleet

1. Steve Steer Springfield, IL
2. Geoff Weolan Springfield, IL
3. Annie Fulton Springfield, IL
4. Eric Meyer Springfield, IL
5. Sarah Steer Springfield, IL
6. Amanda Staub Springfield, IL

Hueston Woods State Park
Oxford, Ohio
September 29, 1991

1. Jerry Callahan 4-1-1-1 6.25
2. Tom Katcherheinrich 1-3-2-2 7.75
3. Mike Weolan 2-4-3-3 12
4. Roger Henthorn 6-2-6-5 16
5. Jim Moorman 10-7-5-4 26
6. Gail Turluck 3-6-7-10 26
7. Linda Katcherheinrich 13-9-4-6 32
8. Pete Peters 5-8-10-9 32
9. Dan Owczareck 8-5-8-11 32
10. Dan Horrgan 9-10-1-17 37
11. Jim Hater 11-13-9-8 41
12. Larry Johnson 7-11-12-12 42
13. Ken Ransum 12-12-13-13 50
14. Chuck Smith 14-14-16-16 60
15. Helen Smith 15-19-16-16 63

The races were held on Acton Lake in Hueston Woods State Park near Oxford, Ohio. Winds were light and variable but the race committee did an excellent job of ensuring good courses. Winds came from nearly every direction, often in the same race. Modified Olympic courses were used and many places changed hands as the wind puffs filled in from many directions. Their were no racing fees and no trophies but everyone had a great time sailing and testing their guessing skills. Jerry Callahan, of Trenton, OH scored a fourth and three firsts to capture first place with Tom Katcherheinrich of New Knoxville, OH finishing second. Mike Weir of Dayton, OH, sailing in a borrowed boat, took third. Before the races, most of the hulls were weighed on a bathroom scale to get an approximate weight. These weights ranged from 122 to 155 pounds.

— Jerry Callahan

Springfield, IL Regional 1991

—Photo by Gail Turluck

EASTWOOD LAKE SAILING ASSOCIATION
1991 John Bell Regatta

September 21, 1991

1. Jerry Callahan 2-1-1-4 8.25
2. Tom Katcherheinrich 1-2-2-2 8.75
3. Brian Vincent 6-3-3-1 16.75
4. Mike Stratton 3-5-4-3 20.00
5. Larry Johnson 8-6-5-3 28.00
6. Kevin Johnson 4-7-6-6 31.00
7. Jim Mooman 5-4-5-5 31.00
8. Zack Faulkner 7-8-7-7 36.00

Windward Leg Fall/Winter 1991/92
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>FEES</th>
<th>U.S.</th>
<th>Non-US</th>
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<tr>
<td>□ Please register me as a member of USSCA</td>
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<td>□ Additional Family members**</td>
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<td>□ Please register me as a Junior member of USSCA</td>
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<td>□ Please renew my membership in USSCA</td>
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<td>□ I need a replacement Sail Number.</td>
<td>12.00</td>
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<td>□ I am already registered. Please assign me a new Sail Number for my new or additional boat.</td>
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TOTAL ENCLOSED __________________________

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

Make check or money order payable to USSCA. (U.S. Dollars)

Please Detach and Mail to:
UNITED STATES Sunfish® CLASS ASSOCIATION
P.O. Box 128
Drayton Plains, MI 48330-0128 USA
(313) 673-2750
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 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 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 17 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>
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<th>NAME</th>
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<th>BIRTH DATE*</th>
<th>SAIL NUMBER**</th>
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* Address ____________________________________________

City __________________________ State __ Zip ______ Country ______

Phone: Home __________________________ Work __________________________

Sunfish Fleet Number ______ Location __________________________________

* To receive notices for Womens, Juniors or Masters
** If previously registered

Effective 1-1-92
The Consequences of Mushy Compliance
by Read Hayward,
from Sailing World

• We don’t know who sailed better, the guy in front complying with 98 percent of the rules or the guy behind complying with 100 percent.
• Even minor cheating is like setting back our bathroom scale or lying to our psychiatrist. It deludes us with false satisfaction and diminishes our motivation to improve. Yet only by “improving” can we feel like winners, regardless of where we finish.
• Sailors who are allowed to oil their way out of penalties will continue to endanger others with maneuvers like barging, tacking too close, late overlaps, and close port/starboard crossings.
• A skipper who excuses another’s infringement cheats the rest of the fleet just as the infringer does. When the unpenalized infringer continues in a position he doesn’t belong in, he impedes unfairly all who must then dip his stern, eat his bad air, or yield to him at a mark. In addition, everyone he then “beats” is scored one place below where they belong. And that extra point could be important to someone later in a series.
• Besides diminishing the quality of racing for everyone else, the cheater also deprives himself of the opportunity to do what is right, which can be quite ennobling. This is especially true if no one else noticed the infraction.

USYRU CHANGES NAME TO US SAILING

US SAILING is the new name of the National Governing Body for the Sport of Sailing.

On October 19, at their Annual General Meeting in Stamford, CT, the membership of USYRU voted overwhelmingly to change the Association”, to be known as “US SAILING”.

This marks a significant turning point in the organization’s approach to the sport. The central focus of activity will remain the administration and encouragement of sailboat racing in all of its forms, including rule administration; due process appeals; certification of judges; recognition of race officers; administration of offshore handicap systems; provision of a diverse system of national championships; assistance to one-design and cruising classes; selecting, training and fielding of international teams (including the Olympic and Pan American teams); and comprehensive insurance programs to protect the volunteers who make all of this possible nation-wide. The new name, however, more adequately describes the broader activity of the organization, which now provides a national training system to teach sailing, windsurfing and offshore safety to the general public, and support for public access learn-to-sail programs. The administration of US SAILING hopes that the name change will clarify their intention to fulfill every aspect of the responsibilities of a National Governing Body under the auspices of the Amateur Sports Act, for every sailor in the United States.

FOR IMMEDIATE RELEASE

Sunfish/Laser, Inc. Portsmouth, RI, manufacturer of the popular Sunfish and Laser one-design sailboats, has licensed Madison Business Systems, Inc. Tiverton, RI to develop, manage, and distribute a complete line of Sunfish/Laser clothing and accessories.

Under the tradename Sunfish Sungear™ and Lasergear™, MBS Inc. will be offering its line of clothing and product to authorized Sunfish/Laser dealers and organizations that sponsor Sunfish/Laser programs, events, and regattas.

Socrates Vavolotis directs operations at MBS Inc. and states; “we are interested in providing a diverse line of top quality and exciting gear for the Sunfish and Laser sailor. He can be contacted directly for complete information at:

Madison Business Systems, Inc.
246 Stoney Hollow Rd.
Tiverton, RI 02878
Tel (401) 624-8245
Fax (401) 624-4473

Please mail to The Sunfish Office, P.O. Box 128, Drayton Plains, MI 48330 to renew your fleet status or to become a new one. NO CHARGE!

Fleet Charter Application Form

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<th>Other members names (5 minimum)</th>
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Fleet Name ____________________________
Captain ____________________________
Address ____________________________
City ____________________________
State & Zip ____________________________ Phone ____________________________

Windward Leg Fall/Winter 1991/92
Classifieds

VIDEOs - VIDEOs - VIDEOs?
WHERE ARE THE VIDEOs?

We are still in the process of putting together a program whereby individuals and fleets can borrow or buy the various videos we have available. If you need a video now or anytime, please call or write me at the Class Office and we will loan you one for a modest fee, namely the postage charges. We have the following videos:
- First Worlds (St. Thomas)
- Third Worlds (Bermuda)
- SAIL TO FREEDOM
- 18th Worlds (Aruba)
- 19th Worlds (Nassau)
- 1989 Masters Regatta (Florida)

SUNFISH Promotional Video

Terry Beadle
313-673-2750
The Sunfish Office

Congratulations!

Connie Miller has been selected and approved as the new Master's Regatta Chairperson. Thank you, Connie! We look forward to working with you.

— USSCA

SAIL NUMBERS

Please order your new sail numbers from THE SUNFISH OFFICE. Send a check for $12.00 made payable to USSCA to P.O. Box 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.

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