Posy Seifert Dominates Women’s North Americans

Melissa Shepstone

The 1995 Women’s North American Championship was held October 13-15, at Sea Cliff Yacht Club on Long Island Sound. Sea Cliff Frostbite Fleet 517 hosted the event.

Long Island Sound, known for its light, shifty breezes, provided the 19 women with all the wind they wanted, and more. Friday, October 13, was a perfect day for sailing. Seven skippers tuned up in the two practice races in beautiful 8-12 knot SW breezes, under a sunny sky and 80-degree temperatures. It was too good to last.

Saturday morning dawned gray but warm, with the southwest breeze still dominating. As the morning progressed, the wind increased and the sky started dripping. As race time drew closer, the wind had picked up to 15-20 knot. Jens rigs were quickly added to many boats as the 19 skippers left the beach.

Race 1 started in 15-20 knot winds, and those familiar with heavy air sailing were soon at the front of the fleet. The fleet quickly split into two packs, and would stay that way for the remainder of the regatta.

Posy Seifert took the first start and never looked back. Posting a perfect score of six firsts, Posy dominated the regatta from start to finish, finding the heavy air and waves just what the doctor ordered. It soon became apparent that the real competition would be for positions 2 through 7. (continued on page 5)

In Race 5, Koch (U.S.) rounds the leeward mark just ahead of Peralta (Colombia) and Martinez (Venezuela).

David Loring is 1995 World Champion

Paul-Jon Pain

The Sunfish World Championship is truly a unique regatta. Few who even participate realize the extraordinary circumstances which make the event one of a kind. The 25th running of the Worlds, in Marsh Harbour, Bahamas, was clearly no exception to the rule. Marsh Harbour’s beautiful beaches, waters and hospitality accommodated the Sunfish tradition in fine style.

David Loring, of Charleston, South Carolina, won five of the eight races held, over a field of 90 competitors from nine countries, to take the 1996 World Championship title.

I arrived on Saturday, November 11, about 1600, thinking I would be right on schedule to check in and get down to one of my favorite pastimes in sailing. There is nothing quite like opening up a brand new boat, among the company of great friends from different countries, and preparing it to race. With most sailors as excited as myself, I realized that the rush was well under way.

On Sunday, competitors put their personal touches of rigging into their boats. As many
competitors feel most comfortable setting up the boat to accommodate their own sailing styles, there are often questions regarding what can be done to the boats, which are later resold. Details of the like can be the Measurer’s nightmare; however, inquiries were handled quickly and efficiently by the class and jury. Most of the 90 competitors tuned their boats to their liking either in the afternoon practice race or at their leisure, on the beautiful Sea of Abaco. I chose the latter approach myself, but not before engaging in an intellectual, political conversation with my Dutch friend, Martina, who had helped carry in my boat after winning three races in Curacao, in 1991. Her English seemed more understandable now, but as I recall, my attention to dialog then had been distracted by her limited Dutch garb. Then again, American college students are not known for their conversation skills on European beaches.

On Monday, November 13, winds were moderate, averaging about 12 knots on the way out to the start. The direction was oscillating about 10 degrees, with occasional 5+ knot puffs. My game plan was to be conservative. In retrospect, I probably was a little too much so. The day unfolded with Eduardo Cordero jumping on the waves and out to a four point lead. My first race saw early glory swallowed up when I dug into the middle, half way up the beat. Perhaps due to the geography of the course, the breeze seemed to fill from the sides first all day. David Loring used this to his advantage. Being one of the first to the course, early on, David took advantage of his speed and preparation to pick his way back to sixth in Race 2, to remain in second.

On Tuesday, up early to see one of the most spectacular sunrises of the week, I noticed that the wind might threaten the existence of small dogs on chains in Abaco. Fairly psyched about the prospect of the heavy breeze, I sailed out to the race early. Nearing the committee boat, Skip Shaw informed me that he had seen 25 knots on his masthead instruments. The wind did settle in, however, sparing the Chihuahua population. The day belonged to David Loring. By the end of the fourth race, it was rare that the fleet could even read his sail numbers. Fortunately, cheers and screams from the spectating girls from the Forest Heights Academy helped identify David’s mark roundings. In the midst of tantamount performance fell tragedy. On the second beat of Race 4, a breeze similar to a Long Island Sound “clear westerly squall” had sailors steering with both hands as survival conditions ensued. At that time, T.J. Barnes, of Austin, TX, sailing in his first Worlds, suffered a massive heart attack. Regrettably, all actions taken by fellow competitors and rescue personnel failed to save him.

On Wednesday, upon arrival at the site, the competitors convened to pay their respects to Renee Brandt, of Curacao, between races on Friday.
Tommy Barnes, as the countries’ flags were lowered and Bermudian David Frith played Amazing Grace on his bagpipes.

The wind diminished throughout the day, but not before surfing conditions on the second reach of Race 5 led to one of the most dramatic moments of my regatta. The top ten boats were separated by approximately 20 boat lengths. All boats were moving fast in the waves which were becoming “left over” in the slowly decreasing wind. Suddenly, whistles began sounding and yelling ensued from the Jury boat as they called out sail numbers for Rule 54 violations. It was like a fire fight scene from the movie, “Platoon”. People began screaming in disbelief, some in foreign languages. All wave catching seemed to come to a halt, as if the film had been slowed to frame by frame viewing. When the dust settled, there were just four of us left. The others were back in the fleet, with sore vocal cords and dizzy from their penalty spins.

Again, Loring rallied from the four. He was where he had to be, closing out on Wednesday for the lay day with a 1,6. Cordero managed a second in the first race battle but it was Mark May who won the day, catapulting himself into a potential top five. Johnny Bilbao of Venezuela, rounded out the day with a 4,5 to move into third behind countryman Cordero.

The lay day on Thursday brought relief from the dramatic week. Thankfully, the day off allowed for socialization normally impossible during regattas. Some chose to scour the beaches, as right there at the venue, beautiful shells came in with each tide. Others snorkeled, while renting boats allowed the exploration of many reefs and islands. Donny Martinborough, Malcolm Smith, Eduardo Cordero and I were asked to speak to the students at the Forest Heights Academy. The pleasure was ours, as we shared our experiences and perspectives as World Champions and Sunfish sailors.

Alas, on Friday, the relaxation period was over and the dramatic stage was set. Races 7...
1996 World Champ, David Loring, accepts award presented by Lucian Strallon (right), who handcrafted the trophies for the top ten finishers. and remained, as Loring stood with four firsts and a score of an even 9 with a throwout. Cordero was second with a very solid 10.75. His goal was to beat Loring twice. Third was Bilbao, with 25. I looked at 28, with Smith and Martinborough at 36 and 37, respectively. The race again was Loring’s, with Jimmy Lowe jumping into second, and me in third. With Cordero finishing fifth, the regatta was over. Congratulations, David, for a tremendous performance. Good luck with your Olympic endeavors!

When all is said and done, an event such as this is simply drama – with a stage crew of some of the finest competitors, class officers, organizers and manufacturers in the world, in a World class setting. See you in the DR in ‘96!

Paul-Jon Patin accepts award for third overall.
Women's NA's from page 1

Race 1 finished with Posy in first, Kara Forman in second, followed by Kathy Remmer, Connie Miller and Christine DiResta rounding out the top five. Three boats did not finish as the wind continued to pick up.

Race 2 started immediately, with the wind gusting from 20-28 knots and the waves becoming a factor. Seventeen skippers started the race; thirteen finished the full Olympic course. Crash boat operators “Rasta” Ronnie Hill and Miguel Alvarez were kept busy, with Ronnie jumping in numerous times to help right the capsized boats. Junior sailors Megan Lawson, Alicia Martorella and Paige Deiner, had an especially tough time keeping the boats upright due to their lack of body mass. Posy was once again out in front, with Kara Forman, Connie Miller, Christine DiResta and Anne Kochendorfer in close pursuit. By the end of Race 2, everyone involved was more than happy to head for the beach for a lunch break.

After a too quick lunch, 14 skippers decided to go out for more racing, most with bigger Jens rigs and more clothes on. Race 3 started in 25-30 knot winds and three foot waves. Of the 14 starters, eight finished. Again Posy led the race to the finish, followed by Connie Miller, Kathy Remmer, Elisabeth Mooney and Kara Forman. No one complained (except maybe Posy) when the Race Committee postponed Race 4 and sent everyone in for the day. It was a good call, as the wind shifted slightly to the Northwest and soon picked up to 30+ knots.

After long hot showers, the sailors enjoyed a few drinks and watching the day’s video before sitting down to a hearty chicken dinner. Special thanks go to Race Committee Chairperson Steve Shepstone, who sat in the cold wind and rain despite having the flu, and to Ronnie Hill for not hesitating to jump in to help rescue skippers and boats. Thanks also to all the Sea Cliff Frostbite Fleet members who donated their boats, time and homes in order to make the regatta a success.

WOMEN’S NORTH AMERICANS:

Sea Cliff Yacht Club

LONG ISLAND, NEW YORK

OCTOBER 13-15, 1995

1 Posy Seifert Summit, NJ 1-1-1-1-1-1 3.75
2 Kara Forman Providence, RI 2-2-3-3-3-3 13
3 Anne Kochendorfer Locust Valley, NY 6-5-6-2-2-2 17
4 Connie Miller Lewes, DE 4-3-2-4-5-4 17
5 Kathleen Remmer Oakdale, NY 3-8-3-7-4-6 25
6 Elizabeth Mooney Locust Valley, NY ds-6-5-5-8-6 28
7 Christine DiResta C. Morris, NY 5-4-6-6-7-6 28
8 Karla Schmase Long Island, NY 8-10-8-10-9 45
9 Megan Lawson Garden City, NY 10-11-df-9-8 46
10 Boo Markus New York, NY 15-12-11-11-10 51
11 Colleen Bidus Wilmington, DE 11-7-df-ds-ds 53
12 Anne Costrell New York, NY 9-9-ds-df-df 65
13 Betsy Schmidt Pittsburgh, PA 7-13-df-ds-ds 80
14 Mary Praker B. Islip, NY 13-14-ds-ds-ds 87
15 Sue Koehler Long Island, NY 12-df-ds-ds-ds 92
16 Paige Deiner Lewes, DE 14-df-ds-ds-ds 94
17 Alicia Martorella Glen Head, NY dfs-df-ds-ds 100
18 Susan Swenk Upper Darby, PA dfs-df-ds-ds 100
19 Janice Mason Lewes, DE dfs-ds-ds-ds 100

1995 Women’s NA’s ward winners, from left: Kathy Remmer, 5th; Kara Forman, 2nd; Posy Seifert, 1st; Megan Lawson, top Junior; Connie Miller, 4th. Not shown: Anne Kochendorfer, 3rd.
Peconic Bay Midget and Junior Championship

Joe Sullivan

The 20th Anniversary of the Peconic Bay Midget and Junior Sunfish Championship was held on Sunday, July 23, 1995, at Southold Yacht Club on Long Island, New York. Five boats sailed in the Midget division, for sailors ages 8 to 11, with crews mandatory. There were twenty entries in the Junior division, for sailors ages 12 to 15, with crews optional.

PECONIC BAY MIDGET & JUNIOR
SUNFISH CHAMPIONSHIP
SOUTHOLD YACHT CLUB, SOUTHOLD,
LONG ISLAND, NEW YORK
JULY 23, 1995

Midget Division
1 Mike Spicer/James Cardo Southold 1-1-1-4-1-3 12.75
2 Chris Young/Elyssa Simon Southold 2-2-2-3-3-1 20.5
3 Jack Hale/Danny Wallace Southold 4-4-2-5-4-4 31

Junior Division (top 10 of 20)
1 Drew Zimmer Old Cove 2-3-4-2-1-1-1 16.25
2 Alison Siter Old Cove 1-3-3-3-2-2-7 21.75
3 Duffy Mackehn Old Cove 7-7-1-5-2-3 26.75
4 Dave Deley Southold 4-1-2-7-8-10-4 35.75
5 Bart Hale Southold 8-8-6-4-4-7-5 43
6 Andy Gregg Southold 3-2-9-9-5-9-12 49
7 Matt Greenbaum Southold 10-1-1-3-12-14-3 56.75
8 Rick Cato Old Cove 6-11-5-13-12-6 59
9 Robin Epperson Old Cove 5-10-10-8-9-10 60
10 Jay Strong Old Cove 9-9-12-10-6-14 66

SanJL Junior Championship was held on Sunday, July 23, 1995, at Southold Yacht Club. Twelve junior sailors from four North Jersey Sunfish fleets competed in the 1995 SanJL Junior Championship at Smoke Rise, held August 27. The event attracted a particularly young group of sailors—nine of the twelve were 13 or younger, many of whom were hoping for light air and a chance to show their skills against the “veterans.” The weather cooperated with sunshine and a light, shifty 5 knot breeze, initially from the southwest and coming around to northwest by the second race.

The championship quickly became a contest between Michael Stow, 14, of Mountain Lakes, and Matt Cooper, 13, from the successful and well represented Highland Lakes program. Matt led through most of the event, but Michael pulled ahead in the fifth and final race, ending with three wins versus Matt’s two. A very large perpetual trophy passed to Michael from last year’s champion, brother Chris Stow.

The racing in the rest of the fleet was closer and more exciting than the scores indicate, with a compact fleet most of the day and much of the finishing order determined in the last hundred yards of each race.

All of the sailors clearly enjoyed the racing and, despite the August heat and the long day, there were no DNF’s. With most of this group still eligible, next year’s junior championship should be equally exciting, especially now that this year’s 10, 11, and 12 year olds know they can hold their own around the marks with the “big kids.”


Michael Stow Wins
SanJL Junior Regatta

Bill Betts, Coordinator

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SanJL Junior Regatta
Smoke Rise, NJ
August 27, 1995

1 Michael Stow 14 Mountain Lakes 4-1-1-2-1 4.25
2 Matt Cooper 13 Highland Lakes 1-2-2-4 5.5
3 Alexis Gratin 15 Highland Lakes 10-3-3-4-2 12
4 Gen Shimizu 16 Highland Lakes 5-4-4-3-5 16
5 Koh Shimizu 13 Highland Lakes 3-4-5-4 16
6 Ellen Waldrop 13 Smoke Rise 6-11-9-6-3 24
7 Bill Betts 11 Smoke Rise 2-8-10-5-9 24
8 Erika Rodger 12 Highland Lakes 11-5-8-9-11 31
9 Chris Ricca 11 Green Pond 7-12-8-11-7 33
10 Lauren Waldrop 11 Smoke Rise 12-7-11-17-10 35
11 Tai Shimizu 10 Highland Lakes 9-10-7-10-12 36
12 Jim Muchmore 13 Green Pond 8-9-12-12-8 37

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Windward Leg Fall/Winter 1995-96
Joe Gerloff, of Austin Yacht Club, was the overall winner of the Senior Division in the Texas Youth Circuit.

Gerloff Tops Texas Youth Race Week

Pauline Mahoney

The Texas Sailing Association held its 5th Annual Texas Youth Race Week, July 22-29, 1995. This week is part of the Texas Youth Racing Circuit, which has 16 events scheduled at various Texas yacht clubs and sailing clubs. The sailor's best seven regattas are scored for the final results. The Circuit is open to all who do not turn 20 during that year.

The Race Week this year was attended by over 93 sailors traveling from New Orleans, Dallas, and Austin. They competed in their respective classes (Sunfish, Optimists, Lasers) at three venues: Lakewood Yacht Club at Clear Lake, Houston Yacht Club and Texas Corinthian Yacht Club on Galveston Bay. Each event was a two day regatta with a rest day between. Overall trophies were awarded at the end of the week at Texas Corinthian Yacht Club.

Lakewood Yacht Club hosted the first venue on Clear Lake, with winds ranging from 10-15 knots for both days and the heat index at 100 degrees. There were plenty of coach boats loaded with bottles of water, to keep everyone hydrated. Four races were completed the first day, and two the next. Thanks to the Coast Guard, who came out to monitor safety on the lake.

Houston Yacht Club hosted the second venue on Galveston Bay in winds of 10-15 knots on both days. There was a threat of thunderstorms on the second day and the heat index was well over 100 degrees.

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<th>Sunfish Junior</th>
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<td>1 Stephen Gay</td>
<td>AYC</td>
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<td>2 Phillip Steams</td>
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<td>3 Stephen Johnson</td>
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Texas Corinthian Yacht Club hosted the third and final venue on Galveston Bay, with winds from the north at 5-8 knots which then went around to the normal direction at 10 knots. On the second day, a tropical disturbance in the Gulf created a storm with winds over 20 knots early on Saturday morning, causing damage to a few boats. Due to the possibility of more storms coming and the obvious safety aspect of racing young sailors on the Bay, the racing was cancelled. Everyone enjoyed a leisurely day of packing up boats and gear, lunch at TCYC, and visiting with new friends and old acquaintances – a very pleasant end to a busy but successful week. Awards for the day's racing were presented, as well as for the overall winners, as follows:

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<td>3 Mike Wainwright</td>
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1995 Texas Youth Race Week Overall

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<td>2 Phillip Steams</td>
<td>AYC</td>
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<tr>
<td>3 Allison Sharps</td>
<td>LYC</td>
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Kudos to David Loring and the Sunfish

Congratulations to David Loring for winning the 1995 Sunfish World Championship, having won five of eight races over 89 qualified competitors from nine countries. David, a current Olympic Laser class contender and recent graduate of the Citadel, is my nephew. I am a very proud uncle.

David has a long history in Sunfish, as it was the boat he learned how to sail in and raced in Thursday night series for many years. He also taught sailing in Sunfish to many youngsters. I always looked forward to Christmas when we had the Family Olympics. His brother Steve, father Bruce, David, and I would race Sunfish, then we would play ping-pong and finish off at the pool table. For the last few years, David has dominated and age has ruled—in reverse order.

I have thought about the enormity of David's achievement, winning the Sunfish World Championship. I thought about the hundreds of thousands of young sailors who had their first exposure to sailing in a Sunfish. The rush that a youngster gets when he wins his first single-handed race is perhaps even greater than winning a World Championship; it's a memory that lives forever. I think of all the sailors who have won or almost won a Sunfish race throughout the world, and the joy that these little boats have given the youngsters of all ages. Think of all the grown-ups who have won Sunfish races, series and championships and what those accomplishments have meant to them. Think of all of the diehard Sunfish 'frostbiters' throughout the world. Most every world class sailor has at one time or another competed in the Sunfish. I think of all the winners in the last fifteen years who would like to have had a crack at Dennis Connor on a Sunfish.

The thrill of catching a gust and sailing for all it's worth on a reaching leg is a sensation to remember all your life. I have been fortunate to sail and race on a variety of boats in my lifetime, but give me a 20 knot breeze and a Sunfish, and I am lost in the ecstasy of sailing.

To be the World Sunfish Champion is only a fanciful, fleeting dream by hundreds of thousands of wishful sailors who have enjoyed the exhilaration provided in Sunfish sailing. To know that for one week, in the strongest Sunfish competition possible, sailed in a country you had never before visited, you were by far and away the fastest Sunfish sailor in the world is "totally awesome." There are a lot of sailors who would like to have been in your sailing gear this week. Congratulations!

Ron Loring
Columbia, SC

Effect of Hull Weight on Race Results

During the past year Sunfish skippers and their hulls were weighed at many of the regional regattas, plus the Citrus Sailfest regatta. The purpose of this exercise was to gather data to see how different weights of boats affected racing performance. Data collected was plotted on a Lotus spreadsheet by Eric Erickson who also performed some regression analyses. His report follows.

"Summary

In order to determine the effect of hull and crew weights on regatta performance, some hulls and skippers have been weighed on a voluntary basis at 9 regattas in the U.S. over the past year. The maximum wind speed reported was 20 knots. It appears that increased hull weight hurts performance over the range of wind conditions experienced. The largest and most significant effect of hull weight was at the Sailfest, which was a light air regatta and which also had the widest variation in hull weight and largest number of skippers participating in the weigh-in.

Procedure

Bathroom scales were used for weighing hulls and skippers separately. The bare hulls were balanced on their edges at their center of gravity, and the approximate crew weights on a scale. Data collected was tabulated with the available weights on a Lotus 123 spreadsheet on a computer. A statistical linear regression analysis was completed for each regatta. The regression equations calculated the effect of hullweight and crewweight on the final finishing place in the regatta.

Results - Hull Weight

All regattas that showed a significant effect of hull weight on performance showed that an increase in hull weight hurt performance, but to varying degrees. The Melbourne, FL regatta indicated no significant effect of hull weight on performance, but it had the narrowest range of hull weights. The Sanford, FL Citrus Sailfest regatta, which showed the largest and most significant effect of hull weight, had one of the widest ranges of hull weights, as well as the largest number of boat weighings. Data showed that typically a sailor can lose one place in the regatta for every extra 2 pounds of hull weight. The hulls made by Sunfish/Laser, Inc. were the lightest of any group made by one builder, while AMF hulls were the heaviest group.

Results - Crew Weight

Only two regattas showed a significant effect of crew weight on performance. Both the Wrightsville Beach, NC and the Barrington, RI regattas showed that increased crew weight
improves performance in both of these was in moderate to heavy air. The largest effect was in the heaviest air. No significant effect of crew weight was observed in light air.

Conclusions

Increases in hull weight can hurt regatta performance by about one place for every extra two pounds. Increased skipper weight can help performance in heavy air.

Recommendation

The Sunfish class should consider establishing a minimum hull weight for racing. A minimum weight of 120 pounds seems appropriate since that is at the upper middle end of the range of the weights of the Sunfish/Laser hulls produced since 1992.”

Eric Erickson

Based upon the above analyses and conclusions, I have recommended that ISCA adopt a minimum hull weight of 125 pounds. Nearly all major competitive racing classes have established minimum hull weights to insure one-design racing. Doing so for the Sunfish would create a true one-design class. Obtaining a commitment on the part of the builder to produce boats in that weight range, plus or minus 2-3 pounds, would be an alternative.

Dick Tillman, Chairman  
ISCA Weight Study Committee

Weeks Article Found Educational

I found the Summer issue of the Windward Leg to be especially enjoyable. It was nice to see a local guy getting some well deserved press in the Leg. Tom Donahue's friends at Brigantine Yacht Club are pleased to see that all of his efforts paid off for him as he took third in the '95 North American Championship.

Speaking as a lightweight, I also read Brian Weeks' article, “Optimizing your Boat to your Weight,” most educational. However, I was surprised that he didn’t discuss halyard position. He describes how changing the gooseneck position changes the boom height detrimentally, but ignores the concept that this can be corrected by simultaneously changing the halyard position on the gaff. In a classic piece originally published in the June 1992 issue of Sailing World, Scott Kyle explains how, by bringing the halyard position down the gaff while moving the gooseneck back, with proper vang tension, one can maintain the boom height properly. I’d be interested to hear Mr. Weeks’ or other readers’ comments on this maneuver.

Keep up the great coverage of Sunfish sailing!

Harry Chaikin  
Brigantine, NJ

US SAILING Moves Up
The Bay

The United States Sailing Association offices have moved to the Ted Hood Marine Complex in Portsmouth, RI, nine miles north of the previous facility on Goat Island in Newport. “With the growth of US SAILING’s services to the sport and the need to provide for our ever-increasing membership, we have simply outgrown our current space,” said President David H. Irish. The new office will provide almost double the previous space.

You may now reach US SAILING at:
P.O. Box 1260  
One Maritime Drive  
Portsmouth, RI 02871

tel (401) 683-0800  
fax (401) 683-0840

e-mail addresses:
US SAILING 75530,502  
American Sailor 75402,3034

Rudder Update

While we are probably getting to the end of the changes in our boat, the issue of the rudder is looming large on next year’s horizon. At the meeting of the Advisory Council, a motion was adopted to form a committee to survey the class. This committee will design a survey to be sent to the class in the spring of 1996. The committee members are Larry Cochran, SLI, Charley Clifton and me. We will attempt to present you with a selection of options having to do with re-design, material, cost and the possible effects of any changes regarding the class.

I am not going to introduce the issues here; however, I will tell you that it will be very important for you to review the spring mailing and, after going through the material, fill out and return your surveys! This will be your only chance to have a say in the outcome. In the interval, if you have any questions or thoughts on this issue, please feel free to contact me at (847) 926-0878 (tel/fax).

Dan Feldman  
USCSA/ISCA Advisory Board

PFD’s a Must for Children

I was very disturbed by a photo that appeared in the Summer '95 issue. On page 8 was a snapshot of a child in a Sunfish, captioned, “Tillman’s grandchild, Ricky Ward, 14 months, practices overhead sheeting.” The photo is unquestionably cute, but violates every rule of safety. In New York and Vermont, a child under 12 must wear a PFD (Personal Flotation Device) in any open boat, period. Common sense says to not allow a child who can't swim, in a boat or even on a dock without a PFD. Please change your editorial policies to only allow photos that promote safe boating.

Jim Carrol  
Westport, NY

You are correct in your philosophy, and I apologize for any message that might have been construed as promoting non-use of PFD’s by children, or anyone else.

The Editor

Tributes to a Friend

Yesterday I attended a memorial for my good friend and competitor, Tommy Barnes, who died during the '95 Worlds. I attended about ten regattas this year and Tommy was usually there. We had many close encounters during these events and I always enjoyed my time around him, during and after the races. He, like me, had a real enthusiasm for the Sunfish. I will really miss him and his competitive spirit.

Jim Uroda  
Lake Jackson, TX

This is in memory of Tommy Barnes, Fleet Captain of Sunfish Fleet 70, in Austin Texas, in 1994. He was born on May 29, 1949, and died November 14, 1995, doing what he enjoyed most: sailing Sunfish. Having qualified for the Sunfish Worlds, Tommy’s motivation in 1995 was preparation and practice to attend the Worlds. He spent numerous hours practicing, racing every Wednesday evening, from May through September, in the Austin Yacht Club’s Sunfish/Laser races. He participated in nine major regattas and was an inspiration and mentor to four new sailors in the fleet, helping them improve their sailing abilities.

The Austin Yacht Club held a Memorial Service for Tommy on Friday, December 1. With his family in attendance, some 80 people gathered to listen to eleven people speak about his achievements in sailing, his personal motivation of others, and some of the difficulties he faced and overcame in the past few years. After a brief service, guests and sailors boarded boats and sailed out in front of the club, where Sunfish and Lasers race weekly, and, with a short prayer, the family spread his ashes. A fleet of 12 Sunfish and a few other boats did “sail by” with a final salute. A reception and wake followed at a club member’s house near the club.

The theme reflected by those in attendance was, “You never know when your time will come, so live life to the fullest and enjoy your Sunfish sailing while you can.” The other thing we all agreed on was, “If you have to go, we can’t think of a better way to go than sailing your Sunfish.”

Fleet 70 and friends will miss Tommy Barnes, but his memory and inspiration will sail on.

Vic Manning  
Austin, Texas
Removing the Mystery From Gelcoat Repair

Brian Weeks

So many people try their hand at gelcoat repairs and fail, only to end up with a mess on their hands, or give up and switch back to marine tex or some other filler. Let’s finally try to see if we can simplify the gelcoat repair process whether for the simplest ding or a complete repair.

Gelcoat is heavily pigmented polyester resin used in fiberglass boat building. Normal polyester resin that you buy at your local marine store has a wax in it. The wax comes to the surface as the chemical reaction that causes hardening occurs. Resin without wax will gel, but never completely harden unless air can be kept away from it. Gelcoat, purchased from most distributors, has no wax added to it. This is the number one reason why people get into trouble with repairs. They do the job and it never dries. Too much wax, however, can have the same effect and make your repair practically unsandable. Ask your local distributor if there is wax in the gelcoat. He may not even know what you’re talking about. If he says “No,” he can probably sell you some. The wax is in a liquid form called T.V.A. One quart of gelcoat needs about 1/2 oz. of wax. Remember this, also; where standard resin requires 10cc of hardener per quart, gelcoat requires 18cc per quart, due to its heavier make up. One golf ball size ball of gelcoat takes about two drops of hardener.

When in doubt about wax in the gelcoat, you’ll have to go to the back up method to insure hardening. When the material has been placed on the repair sight, place a piece of wax paper over the repair. This will keep the air out, which is what the wax is supposed to do. After all, gelcoat was designed to be used in molds. In the mold, no wax is necessary because the gelcoat is inside of everything else. This is why most gelcoats don’t have wax additive. Wax can also be sprayed over the repair area after the gelcoat is applied. This will also keep the air out.

The following is a list of tools and supplies needed for successful gelcoat repairing:

- Gelcoat (special ordered to exact color, or white, or clear)
- Gelcoat Color Match Kit
- Pigments
- Cabosil
- Yogurt cups, clean
- Acetone
- Ice cream /popickle sticks
- Chisel, file or Dremel moto tool
- Sandpapers, regular and wet/dry
- Fine polishing compound
- Compound machine
- Preval sprayer for liquid spray touch up
- Before we talk about color matching, which is where most people have further problems, we will talk about repair types and consistency mixing.

Scratches and digs and dings are easily repaired. Wash the area with acetone. Grind out the scratch or ding so it is a it deeper and flared out so the edges of the scratch or ding make a smooth entry. Wash the area with acetone again. Apply the material. Apply the wax or wax paper unless the material is prewaxed. Let the repair dry.

Larger repairs are done in the same way. However, when you get up to really large repairs, say bigger than 2" x 2", you may want to make the repair with marine tex™ or polyester putty, Bondo, or even West System epoxies. After the repair is sanded fair with #150 paper, you can use a preval sprayer to do a spray repair. How do we get the gelcoat to exist in all these consistencies? It is quite simple.

The thinner for gelcoat is acetone. When spraying, use the proper amount of gelcoat and thin it with acetone until it is the consistency of water. After it is sprayed on, the acetone dries out and only the gelcoat remains. Don’t forget the wax if you spray. When spraying, you will still need to sand afterwards. Gelcoat goes on in an “orange peel” finish. With good spray equipment, we have sprayed complete sides of large sailboat hulls with gelcoat. It comes out rough and then you have a pile of hours of sanding ahead of you, to make a beautifully polished finish.

To use gelcoat more as a putty, there are two ways to make it thicker. One is to leave it out in the sun without hardener. Over the course of an hour or so, the gelcoat will thicken upon standing. Make sure the gelcoat is plenty thick, for when the hardener is added, it will thin it out a bit again. The better and quicker way to thicken gelcoat is to add a product called cabosil. Cabosil is a silica powder that thickens gelcoat very quickly. You can use colloidal silica if you
can’t get cabosil.

Mixing gelcoat to match a specific color can be very tricky. For newer boats you can usually order the exact color from your nearest SLI dealer. Most repairs deal with some kind of white. You need to have a good eye for colors in order to match them correctly. Don’t be afraid to experiment with small amounts to see what color actually influences a white shade to be off-white. Off-white colors are created by adding tiny amounts of yellow, brown or black. Black makes a gray, off-white; yellow and brown work alone or together to form beiges.

Think about your color spectrum as you experiment. You will need a color matching kit to get all these pigments. This kit usually comes with some clear gelcoat as well. It is available from any respectable marine store. Colors that are difficult to match, even after years of experience, are blues, greens and teal colors. Reds, yellows and other primary colors are fairly easy. You may want to buy bigger tubes or jars of pigments when mixing large batches of non-white colors. To mix and match colors, try to mix a small batch, without hardener, keeping the ratios of colors in your head so you can make more once you get it right. Touch a dab of the color onto the real gelcoat that is to be repaired. See how close the match is. You can clean it off with acetone. The real color you want to match is found on a fresh spot of the original surface wet sanded with #600. If you don’t match to a sanded spot, you may be confused by dirt and UV effects on the original surface.

Some things to keep in mind when color matching: The hardener darkens the final product just a touch. Acetone will lighten it if you thin it a great deal, and the color could change slightly when it dries. Usually, once you make the repair and it dries, you’ll find the color is off a touch. If you are a perfectionist, you may need to re-grind or re-sand the repair area two or three times and readjust the color. Once you achieve the correct color, make a batch of it and save it in a clean, tight glass jar for future repairs.

Always leave a repair high, to allow for shrinkage before sanding. Never add too much hardener. Your gelcoat may crack if you do. A common repair that people have a tough time with is filling crazy or stress cracks. To make these look good again, you must grind them out and repair with an almost flawless color match. If you don’t plan on getting the color right, you might as well not do the repair, for it will look worse.

Sanding gelcoat repairs is pretty simple, if you follow the procedure. Start sanding the hardened gelcoat with #320 wet and dry paper. Us it as wet paper. You may go through quite few sheets of #320, because the surface is waxy and it will gum up the paper. Once the paper starts cutting well, be careful. If you go through the original gelcoat color, you’ll have to do a spray repair, unless you are doing a spray repair already. Keep in mind that at some points on different boats, the gelcoat is not as thick and is easier to sand through. After #320, go up to #400, then #500, then #600. You may want to go even as high as #1000. Each paper gets the scratches out from the previous one. In the end, you will compound, by machine if you can, to remove the final scratches and polish the repair area. On older boats, you may not want to polish, since the repair will look too new compared to the rest of the boat. Faded gelcoat can also be brought back to life by following these same methods. The repair that takes extra care when sanding, is a fine spray repair. You must get all the “orange peel” out of the spray finish, yet not go through the new finish to reveal the repaired area.

Any fiberglass repair can be made and finished off flawlessly with time and effort if you want to bring your boat back to its original look. If all this work sounds complicated, it might be for many people. You should not be afraid to experiment. You can become quite talented at it eventually. If you don’t want to bother with it and want truly professional results, take it to a boat repair yard. This can be quite costly, however, so it pays to learn to do it yourself. Keeping up your scratch and ding repairs makes your hull surface smoother, faster and better looking, and adds to the resale value of your boat.

Send your ideas for Workbench topics to:
Brian Weeks
c/o Weeks Yacht Yard
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With a little bit of time and effort, dings such as this can be easily repaired, according to Brian.

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Boat Handling Fundamentals

James Liebl

Great news - I saw a bunch of new faces racing Sunfish this summer. Bad news - most of these new folks were off the competitive pace because they made some common, slow, errors. Good news - these problems are easy to identify and fix.

Both the new and the old faces can improve by employing some boat handling fundamentals. Applying these simple acts provide you the base to achieving good boat speed. Getting everyone going the same speed means more fun for everyone!

Steer with the hiking stick in front of you!

All summer, I noticed people holding the hiking stick the wrong way. Whatever you do, hold the hiking stick in front of your body! As Rich Chapman says, "Hold the stick like you are holding a microphone. Let that tiller sing, baby!"

New dinghy sailors and new sailors hold the wiggling stick on their aft side (Photo 1). Bunches of devastating problems spring to life with this steering method. First, it is just downright uncomfortable and tiring. Steering like this robs you of helm sensitivity; you cannot "feel" which way the boat wants to go. Without feel, you oversteer. Good tacks are impossible with this program.

Eliminate all the problems mentioned above by holding the hiking stick in front of you (Photo 2). In fact, after a day or two of sailing like this, you will steer by merely flexing your wrist. Because wrist flexing translates to easy, quick, and efficient course corrections, you can steer for every wave and puff. This is blazing, and I mean inferno, fast.

This is absolutely, unquestionably, no doubt, positively, the most important tip. If you do nothing else, steer with the stick in front of you. Look around and you will discover that every top dinghy sailor, no matter what the class, steers with his/her wrist by having the hiking stick in front of the body.

Tack facing forward!

Poor tacks are deadly. Tack well and tack right by facing forward when you tack. Also, practice tacks whenever you can. If you can tack ten percent better than you presently do, you will improve your fleet position by ten percent. If 20% better tacks, 20% better fleet position, and so on. My point is, tack better!

Tacking by facing forward starts by holding the hiking stick like a microphone in front of you. Imagining that we are on starboard tack, push the tiller to leeward with your left hand to head the boat into the wind (Photo 3). Still holding the tiller in your left hand and the mainsheet in your right hand, duck under the boom as the boom crosses the centerline of the boat. As you duck start to pivot your body so that your front faces the bow. When you start your pivot, the tiller should remain in your left hand and the main sheet in your right (Photo 4). When you reach the 90 degree mark of your pivot, i.e. your shoulders are 90 degrees to the centerline of the boat, slide your right hand backwards along the main sheet, continuing until you can grab the tiller with your right hand behind your back. At this critical juncture, you will have your left hand behind your back holding the tiller. Your right hand will also be behind your back holding both the tiller and the main sheet (Photo 5). Next, let go of the tiller with your left hand. You can now finish your pivot and sit down on the port side of the boat. As you start to sit, grab the main sheet at the ratchet block with your left hand (Photo 6). Once you grab the main sheet with your left hand, let go of the main sheet with your right hand.

This is not as complicated as it sounds. To make it real easy, at your next regatta, just ask someone who tacks facing forward, how to do it. In the Sunfish Class, everyone is happy to help.

Do not put the mainsheet in your mouth!

Sorry, dentists; sorry, cleat manufacturers, I must dispel the dangerous main sheet-in-the-mouth method. Never put
the main sheet in your mouth (Photo 7) and never cleat it. Instead, use both hands to manipulate the main sheet.

If you have gobs of main sheet to pull in, for example before a start, at the jibe mark, or at the leeward mark, try this new method. Surprise, it relies on you holding the hiking stick in front of you. Pretending we are on starboard tack just before the start, you have the hiking stick in your left hand and the main sheet in your right hand. Sheet in by pulling in the main sheet with your right hand, across your body (Photo 8). When you cannot pull any farther, that is, your arm is fully extended, grab the main sheet with the index and middle finger of your left hand (Photo 9). Look: here you are, still holding the tiller with your left hand too! Moving your left hand up will allow you to sheet in the main further. As you move your left hand up, you grab the main sheet with your right hand at the ratchet block (Photo 10). Again, pull your right hand across your body to sheet in massive amounts (i.e., “hand-over-hand sheeting”).

As you sheet in this way, yell, “Look Ma, no teeth!” This method also permits you to remove the cleat that you might have at your ratchet block. Instead of ever cleating the main sheet, start using your tiller hand to temporarily hold the sheet. Say that we are sailing on starboard tack and we want to reposition our right hand, which is holding the sheet, for comfort. Avoid the old way - do not cleat the main! We simply temporarily transfer the main sheet from our right hand to our left, tiller hand, by sliding the right hand along the sheet toward the left hand (Photo 11). When your hands are close, capture the main sheet with the index finger and middle finger of your left hand.

With both the hiking stick and main sheet in our left hand, we are free to do whatever we want with our right: reposition it on the main, straighten sunglasses, grab the water bottle, etc. Since you have not cleated the main, you can even be waving at a friend with your right hand while still making sail trim adjustments with your left hand.

**Understand that you are sailing a dinghy!**

Since the Sunfish probably weighs less than the person sailing it (at least for some of us), it reacts drastically to every trim issue. The boat can accelerate (yeah) or decelerate (yikes) very quickly. Seconds matter when it comes to trimming the boat right.

You cannot allow the sail to luff during the race. You cannot be sailing anything less than close hauled all the time on the upwind legs. As a dinghy, luffing or sailing below the boat’s potential means that the boat decelerates exponentially. If so, you are an underpowered Yugo racing a turbocharged Porsche.

I do not have the space to describe fully the proper trim for every condition, but will just say that you must pay attention to your wind indicator and your tell tales to keep the boat going as fast as possible, all the time.

**Small adjustments matter.**

The big picture is that small adjustments matter. Holding the hiking stick right, tacking right, and sheeting right, are the foundation of dinghy sailing. By combining these, you have the solid base to develop the critically important subtle trim techniques of good sailing. Conversely, if you are not holding the stick in front of you, you will never be able to react quickly to a lift on the beat. The guy who steers right will be able to react, meaning he points ten degrees higher than you for five seconds, gaining at least a boat length on you.

Sailing becomes a whole different animal with these techniques. Just a little practice will make them good habits. In fact, these methods are so comfortable that you will never go back to the old, slow ways.

Have fun, and see you on the water!

*James Liebl currently lives in Chicago. He is an experienced Sunfish sailor (3rd at '95 Midwinters; 5th at ‘95 NA’s) and is also doing well in Lasers. His special thanks to Bob Findlay and Rich Chapman for their assistance in preparing this article.*
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Peg and Terry Beadle

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All correspondence: USSCA, P.O. Box 300128, Drayton Plains, MI 48330-0128; Tel/Fax (810) 673-2750
From The Editor

Thank you for your great articles, regatta reports, photos, etc! ISCA countries are urged to also send news; our readers want to know about Sunfish activity everywhere. It is the class' hope that the Windward Leg will continue to grow and serve its purpose of communication among class members in the U.S. and around the world, as well as serve as a promotional tool for the class. Show it to prospective members, then use the handy membership form on the inside back page. And keep sending your news -- it backs up the fact that Sunfish sailing and Sunfish people are among the best in the sport, and that there is a lot of activity in the class.

Articles (in typed, handwritten, or diskette form) may be submitted to me via the class office or, if time is short, directly to me (but always send a copy of Regional results to the class office). If you are online, you may send articles to me at my e-mail address: lti1175358@aol.com or to the fax number (407) 777-3258. Send photos by regular mail...identified on the back with ball point pen only, as felt tip pens smear! Include a SASE if you would like your photos returned.

Those who are online and surf the net from the Baltimore Inner-Harbor Area. There is plenty of room for racing and there are a few clubs located here that race. So, if any Sunfish owners are interested, please notify me.

Mid-Atlantic
(PA, NJ, MD, DE, VA, WV)
Christopher Houston
10 Daisy Lane
Ambler, PA 19002
H: (215) 542-1398

Midwest
(OH, IN, MI, IL, WI, KY, MO)
Tom L. Katterheinrich
P.O. Box 71
301 W. Bremen St.
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H: (508) 358-6574

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Help Form New Fleet

I am writing to find out if anyone would be interested in forming a Sunfish racing club in the Baltimore Inner-Harbor Area. There is plenty of room for racing and there are a few clubs located here that race. So, if any Sunfish owners are interested, please notify me.

Dennis O’Hara, Sailing Officer
529 South Curley St., Baltimore, MD 21224
(410) 327-4408
State of the USSCA, 1995
by Brian Weeks, USSCA President

1995 turned out to be a pretty super year for the Sunfish class. Participation was up in most regions of the country, and membership rose once again. The Midwinter Championship had over 100 boats in attendance, and the North Americans was the best attended since 1990, thanks to the crew at Lewes, Delaware.

Next year’s North Americans was scheduled for Rochester, NY, which would have been a good travel destination, but plans by the Canoe Club fell through. Instead, we are going back to Sayville Yacht Club, at Blue Point, NY, on Long Island’s famed Great South Bay. This could be one of the best attended North American Championships ever. Start practicing and get ready for some good times.

After our meetings at the ’95 NA’s, the USSCA seems to be stronger than ever as far as support. Several new issues were addressed. The format for the North Americans will be changed slightly for ’96. It will still be a week long event, to accommodate the separation of the Junior North Americans. However, the seniors will have only three qualifications races instead of six with a throwout. This is so that by mid week, when the racing starts to count, everyone isn’t “dog tired” already. The yacht club can hold all three races on one day if need be, but we suggest one race on one day and two on the next.

Another issue which was talked about for the second year in a row was the minimum hull weight issue. The ISCA has been doing some studies on this matter, but the USSCA Board of Directors unanimously voted two years in a row not to get involved in this matter. We feel that the studies do not produce accurate results due to the vast number of factors that affect boat performance. My advice for anyone out there who feels they have a heavy boat, is to trade up. The used Sunfish market is a strong one. You should be able to sell your boat and find a good, used, lighter one, or buy a new one. You will feel more positive about your equipment in your head, which is where it counts most. At the World Council meeting this year, the weight issue was discussed and referred to a committee for further study.

Another issue being discussed by the USSCA and ISCA is the possibility of a rudder change. I feel that we cannot keep making changes to the boat every three years. As long as everyone is one-design, which the new daggerboard has insured, we should leave things alone. The majority of the people attending this year’s class meeting felt this way. We do not want it to become too expensive to upgrade older boats. We will lose racers to other classes. Class members will be polled this spring as to everyone’s feeling on rudder. The ISCA has formed a committee to look into the pros and cons of the issue. S1L is backing the class in whatever we decide. I personally welcome comments on this and any other class issue.

In Memorium

At this year’s World Championship we lost one of our sailors in one of the heavy air races. T. J. Barnes, of Corpus Christi, Texas, died of a heart attack while sailing. He was 46 years old. I would like to express my sympathy and all of the class’ heartfelt regards to his family. This was a terrible loss. On Wednesday morning, before going out for the morning races, Jean Bergman held a short service to honor Mr. Barnes. That was more emotional for me, as it had been one week to the day that I had buried my own father. Many people remember my Dad, David M. Weeks, who sailed for so many years on the Sunfish circuit. He will be greatly missed just as T. J. Barnes will be.

This summer, George Anderson passed away the day before the North Americans, from heart failure. I knew George fairly well, and my wife and I know his wonderful wife, Joy. At the time that George died, I thought about my Dad, who had been having a tougher time with congestive heart failure as the years went by. He was sick at the time that I was at this year’s NA’s. I remember wondering then how much longer my dad could survive with all he had been through.

We started sailing Sunfish together in 1980. He hadn’t raced sailboats since the early 50’s, “retiring” from the Star class to raise a family. We got into it so quickly and with the two of us as sparring partners, we learned fast. In 1981 he suffered a heart attack while racing off of Sea Cliff, NY. Over the next years he went through several open heart surgeries, balloon angioplasties and operations to save arteries in different parts of his body. He kept sailing more and more, however. He finished 13th at the 1988 North Americans. He won several Masters Championships and local Fleet Championships. He sailed the Sunfish very actively until two years ago, when he became more ill. In the 14 years since his heart attack, he had lived so much. On November 6, 1995, at the age of 65 he passed away.

In life, probably no one will ever influence me more than my father. He taught me boat building from the time I was 12. He taught me that hard work was a person’s life blood. He taught me courage, respect and love. I couldn’t believe, at the wake and funeral, how many people came. Although he was a shy man, he had touched so many lives.

I think the proudest I every made my dad was when I topped 47 other sailors to win the 1991 New York Regional Championship. I had put it all together that weekend. It came down to the last race. I aced the start at the pin and took a flyer to the left side. At the mark I had squeezed out all the hot shots and rounded with a pretty good lead. I heard him cheering for me as I went on to win. I will always remember the look in his eye as I received the award that day.

I’m sure we all have someone very special in our lives. This year we lost some fine people. They will be missed. Fathers, husbands, teachers, heroes... friends... all these and more, they were. Hopefully, they have taught us enough in their short lives to go forward and continue their good will.

Racing Calendar

Jan. 1996
7 Barrington YC Frostbiters Winter Series start, Barrington, RI; John Hause, H: 401-245-2844.
7 Ice Cubed Regatta, Sea Cliff, NY; Long Island Sound; Bill Balke, H: 516-674-3089.
13-15 Figawi South Race Weekend, Captiva Island, FL; Bob Horan, 813-395-1951

Feb.
17 Washington’s Birthday Regatta, West Palm Beach, FL; Arthur Dodd, H: 407-743-4702.
18 Barrington YC Frostbiters Spring Series start, Barrington, RI; John Hause, H: 401-245-2844.

March
8-10 Midwinter Championship, Sarasota, FL; Cindy or Charlie Clifton, H: 941-952-6923.
15-17 International Masters, Eau Gallie YC, Indian Harbour Beach, FL; Dick or Linda Tillman, 407-773-4711.
23 Narraganset Bay Frostbite Regatta, Newport, RI; Robert W. Peterson, H: 401-433-0528.
31 April Fool’s Regatta, Sea Cliff, NY; Bill Balke, H: 516-674-3089.

April
6 Narraganset Bay Spring Championship, Barrington, RI; John Hause, H: 401-245-2844.

A complete calendar of events for 1996 will appear as an insert in the Spring ’96 issue.
ISCA Memberships Show Increase in ’95

Jean Bergman, ISCA President

Another World Championship has come and gone. It was our 25th Anniversary of the event and Marsh Harbour, Bahamas, did a great job of hosting it. The site was beautiful, the race committee work superb, and the people friendly, helpful and fun (as is always true of Sunfish sailors). Ninety sailors from nine countries participated. Congratulations to our new World Champion, David Loring, from Charleston, South Carolina. We thank everyone involved in making it such a great event.

As we came in from the second race on Tuesday, we were all terribly saddened to learn of the death of Tommy Barnes, one of our U.S. sailors from Austin, Texas, while racing. The doctors believe he suffered a heart attack. We all offer our deepest sympathy to his family.

The World Council meeting is held each year in conjunction with the world championship. Representatives from each country, the manufacturer and the sailmaker get together to decide what is right for the class. This year one of the items we discussed was the IYRU proposal to ban weight jackets. IYRU has asked each class to delete any rule allowing the use of extra weight in the form of jackets or wet clothing. We listened to the Advisory Council recommendation, discussed it and voted to comply with IYRU and ban the use of weight. This ruling will take effect when the yearbook comes out, or March 1, 1996, whichever comes first. IYRU is also close to adopting the experimental racing rules. We should all become familiar with them and perhaps begin to use them in some of our regattas.

Total membership now stands at 1,953. This is significantly better than the last few years. The Dominican Republic has increased their membership from 65 to 114. Colombia has also shown a large increase in membership. Let’s all help make sure that this trend continues.

The Sunfish builder, SLI, has made a number of improvements to the boat this year. The new boom blocks will accept a larger diameter main sheet. The boat now comes with a fixed length wire bridle without a loop. It is, however, still legal to use a rope bridle which measures 31 inches plus or minus 1 inch. The plastic rudder cheeks have been strengthened. Rudders now meet the maximum 120 degree angle allowed by class rules, between the leading edge and the bottom of the hull. The pivot pin (pintle) has been improved to prevent bending and breaking. We very much appreciate SLI for listening to the class and making these changes. They are making the best Sunfish we’ve ever had!

SLI has also had a new rudder designed which will fit the Zuma, their new boat, the Escape, and the Sunfish. They are giving the Sunfish class a choice as to whether we keep the old wood rudder or go with the new, different shaped model, which will be made of the same material as the dagger board. The new rudder will be ready by next fall, but this would not give us time to test it and survey the class to find out how our members feel about this change. We have asked SLI if we could put off changing for at least a year to give Larry Cochran and the Advisory Council time to test the new rudder and make their recommendation.

The class is looking into getting onto the IYRU Internet. Bishop Stieffel and Derek Jackson have offered to help Terry Beadle set it up for us. There is already some Sunfish information on the Web, and we think it would be fun and helpful to get a forum going. We’ll have more information on this in the next Leg.

Have a Merry Christmas and a Happy New Year, and all of you in warmer climes, enjoy your winter racing season as it gets under way. Those of us in the ski belt will find other things to do and join you again in March for the Midwinters. Good sailing!
**Questions Answered**

This is a new column instituted by Brian Weeks, to offer tips on boat handling and answer questions by both beginning and experienced sailors. This issue's questions were submitted by Joe McIntosh, of Oriental, NC.

**How do I get out of irons?**

First, we must ask, "Why do we get in irons?" The problem of losing steerage with the sail luffing, head to wind, can happen to the best of us. It happens when we don't execute a tack correctly. It can often happen on the starting line when shooting the line for a sight. It can happen in heavy air when tacking in waves.

To avoid getting in irons, always complete a tack thoroughly. Very often, novices throw the tiller away from themselves as they tack. Then they make the mistake of bringing it back to the center line when the boat has hardly crossed head to wind. Always keep the tiller all the way over until the boat is sailing again. You'll soon find that your tacks are better and that you don't get into irons as often.

If you do go into irons, here is how to get out. While in irons, get onto the side of the boat that is more likely to become the new tack. Grab the boom with your hand, letting go of the mainsheet. Pull it towards you hard, over your head if need be. The angle you create with the sail will catch the wind and make the boat sail away on the new tack. Keep in mind, however, that if the boat has started sailing backwards a bit, you will have to correct this. Once the boat goes backwards, most people panic. All you have to do is move the tiller the opposite way from how you steer when you are going forward. The boat will keep going backwards, the bow will fall off, and as it does, pull in the sheet. When the boat begins to sail ahead, correct your steering back to normal. Next time you are out practicing, try getting into irons on purpose and practice these methods of getting out.

**How do I do a 360 or a 720?**

This question seems simple but can be difficult to young sailors and less experienced racers. If you hit a mark, you will have to do a 360 degree penalty. You don't have to re-round the mark unless you ended up on the wrong side of it. After hitting it, sail safely above or below the fleet to get away from everyone. Now you must complete a circle, consisting of one tack and one jibe. If the leg you are on is upwind, start with the tack. After you tack, fall off further and further, letting the sheet out as you go, just a little. By not letting it out too much, the sail will help you complete the circle quicker. As you fall off, take note as to when the boat will jibe. As you jibe, watch your head and let the sheet go to avoid capsizing. Now start to head up and trim in as you do, back onto a proper course. (If you are on a downwind leg when you begin your 360, do the jibe first, then tack and bear off onto your proper course.)

When you admittedly commit a foul, you must repeat this maneuver twice. Again, practice this and you'll see how quickly you can get better at it.

**Tip of the Month**

Don't be afraid to mix it up on the starting line. By being line-shy, you'll be that much further behind. Ask others for advice, watch what the better sailors do, and get in there and play the game.

**Questions?** Send them to the Novice's Nook, c/o Brian Weeks.
NOTICE OF RACE

SUNFISH MIDWINTER CHAMPIONSHIP
FRIDAY, SATURDAY, SUNDAY - MARCH 8, 9, 10, 1996

HOST: The Sarasota Sailing Squadron, Sarasota, Florida

REGISTRATION FEE
Registration is $55.00 if postmarked by February 15. If you are a USSA member the fee is $50.00. You must show your USSA card at registration. The registration fee after Feb. 15, 1996 is $60.00. Membership in the United States Sunfish Class Association is required to participate in this world qualifying event. Membership forms will be available at registration.

Registration fee includes three days of racing, lunch Saturday, dinner Friday and Saturday nights, continental breakfast at the Squadron Saturday and Sunday mornings, a sweatshirt, a few kegs of beer, soda and chances at terrific door prizes!

SCHEDULE

Thursday, March 7 - 2nd Annual Team Race - 11:00 a.m.
Registration - 5 p.m. - 8 p.m.
Welcome keg and hors d'oeuvres - 7 p.m.

Friday, March 8 -
Registration 8 a.m. - 11:00 a.m.
Skippers' Meeting - 11:30 a.m.
1st Race - 1 p.m. Additional races to follow.
Dinner and keg at the Squadron - 6:30 p.m.

Saturday, March 9 - Continental breakfast at 8:30 a.m. at the Squadron.
First race of the day at 10 a.m. Additional races to follow.
Dinner and keg at the Squadron - 6:30 p.m. Games...

Sunday, March 10 - Continental Breakfast at 8:30 a.m. at the Squadron.
First race of the day at 10 a.m. No races will be started after 2 p.m.
Awards to follow at the Squadron.

Sarasota Bay is a great place to sail and spend some time. We are 2 hours from Disney World - etc., 1 hour from Tampa-St. Pete., we have beautiful beaches on the Gulf, lots of tourist attractions for non-sailing family members and a club full of friendly sailors! Please come join us for some terrific Sunfish fun!

Make check payable to the SSS and send with registration form to: Ursula Olson, 4111 Higel Ave. Sarasota, FL 34242. (941) 349-8698.

REGISTRATION FORM

NAME ______________________________ PHONE # _______________________

ADDRESS ____________________________

SAIL # _______________________________ BIRTH DATE: _________________

EXTRA DINNERS - FRI. _____ X $6.00 = _____ SAT. _____ X $10.00 = __________
EXTRA SWEATSHIRT _____ X $12.00 = _____ TOTAL ENCLOSED: $ __________

19
SUNFISH MIDWINTER CHAMPIONSHIP
FRIDAY, SATURDAY, SUNDAY - MARCH 8, 9, 10, 1996

RACING
The Regatta will be governed by the IYRR, the prescriptions of USSA, the rules of the International Sunfish Class and, except as any of these are altered by the sailing instructions, the sailing instructions. The Racing will be on Sarasota Bay.

HOUSING
On request, we will try to provide housing for participants with local sailors. Please call early with your request to Lily Kaighin (941) 952-1712 or Cindy Clifton (941) 954-6923. There are many hotels and motels in Sarasota, including the Holiday Inn on Lido Beach, (right on the beach) (941) 388-5941, the Holiday Inn on the mainland (about ten minutes from the Squadron) (941) 365-1900, the Royal Palm Best Western - (941) 365-1342, The Golden Host Best Western - (941) 355-5141, Sunset Terrace (941) 355-8489. Camping is permitted at the Squadron.

BOAT CHARTERS
Please call Doug Fisher of Ullman Sails of Florida for boat rental. A limited number of new and used boats will be available. Make your request early. (941) 951-0189.

TEAM RACE
Get your team of four together for the 2nd Annual Team Race on Thursday, March 7! Challenge the Champs - Jeff, Rod, Joe and Mike - the Smokin' Mullets!

Conditions on Sarasota Bay...
During March a variety of conditions can be found on Sarasota Bay. Fronts can still be expected to reach down into the Florida peninsula bringing with them cold windy conditions that may last for two or three days. After they pass the temperature warms up and wind decreases. Sailors should bring warm gear. Sweaters or sweatshirts as well as a spray covering to shed water are usually sufficient. Wet suits are not necessary. The water temperature should be in the high 60's or low 70's. Daytime air temperatures should be in the 70's or 80's.

Please call Cindy or Charlie Clifton with any questions - at work - (941) 365-5694 or at home (941) 954-6923. The Squadron number is (941) 388-2355.
HAVE YOU EVER SAILED IN BOCA CHICA?

IF YOU ARE PARTICIPATING IN THE 1996 SUNFISH WORLD, YOU BETTER DO!

Come join us in the Second International

HISPANIOLA CUP

March 7-10, 1996
Boca Chica, Dominican Republic
Host of the 26th Sunfish World Championship

Entry Fee: US$50 Charter Fee: US$100 (New 1995' Sunfishes)
Free Boat Transportation from Miami in 45' Container!

Information and/or Registration:
Call: (809)686-3974
Fax: (809)686-3842
E-Mail: dorisa@tricom.net

or write to:
Asociación Dominicana de Sunfish, Inc.
10451 N.W. 28 ST. #101, CE-703, MIAMI, FLORIDA 33172
REGIONALS

Midwest Regional Championship on August 19th and 20th. Twenty-seven boats showed up for the event held on Lake Michigan. The first day was rainy and stormy, with very little wind in the morning. The race committee tried to start a race around noon but had to postpone because of a large thunderstorm. The weather finally broke late in the afternoon and the wind came up to allow for two races.

On Sunday the sun was shining and winds were a steady 10-15. Four hotly contested races were sailed in near perfect conditions, with Bob Findlay, Rich Chapman, Dan Feldman and Chris Lowrie fighting for the top spots. Local junior Danny White had an impressive regatta, taking top junior honors with a fifth overall.

Findlay Wins Midwest Regional at Lake Bluff

Rich Chapman
Lake Bluff Yacht Club played host to a Midwest Regional Championship on August 19th and 20th. Twenty-seven boats showed up for the event held on Lake Michigan. The first day was rainy and stormy, with very little wind in the morning. The race committee tried to start a race around noon but had to postpone because of a large thunderstorm. The weather finally broke late in the afternoon and the wind came up to allow for two races.

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Dickinson First at May Mid-Atlantic Regional

Nicky Einthoven
Layline sponsored the first of two 1995 Midwest Regionals, held May 13-14, at Spruce Run Reservoir, Clinton, NJ. Saturday featured light air with the last race a drifter. On Sunday winds were strong.

A Layline gift certificate was awarded to Posy Seifert, the person finishing just outside the eight-deep trophies. Layline’s Mom’s Day Award, a pair of sailing gloves, went to Linda Hale. A second pair of gloves went to the skipper who capsized, Tom Donahue.

36 Enter NY Regional at Rochester Canoe Club

Mark Weider
The 1995 New York State Regional held at the Rochester Canoe Club, Rochester, NY, July 8-9, was one of the largest Sunfish regattas in upstate New York in quite a few years. Thirty six boats from New York, Pennsylvania and Ohio entered the event.

The weather was on the cool side with winds out of the west, which produced the usual mega shifts and resulted in many auto-tacks. These kind of conditions would surely favor the local talent and cause those sea breeze sailors from down state a lot of trouble. WRONG! David Dennison, of Blue Point, NY, won four out of nine races to win by 9.75 points over Doug Kaukeinen, with Mike Ingham, third, and Chris Houston, from Ambler, PA, fourth.

Four juniors participated, with Max Weider first, Brendan Ames, second; Matt Playfair, third; and Ryan Teeter, fourth.

New York State Regional Championship
Rochester Canoe Club
Rochester, NY
July 8-9, 1995
(Top 15 Of 36)

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The 27 boat fleet gets off to a clean start on Sunday of the Midwest Regional at Lake Bluff.

LBYC Commodore Leland Brode rides a puff in Midwest Regional race.
Patin Tops New York Regional at Remsonburg

Frances Graham

The second of two 1995 New York Regional Championships was held at the Westhampton Yacht Squadron, August 19-20. This event was organized by Peter Fenner and Vinny Sweeney, with Nancy Cuthbert serving as Race Committee Chairman. Forty-nine entries from Massachusetts, Delaware, Virginia, and New York entered the six race series scored with one throw out. Saturday was sunny with very heavy wind conditions, with gusts up to 30 miles per hour in the third race. Sunday's three races were sailed in light, shifting northerly breezes.

The winner of this event was Paul-Jon Patin, of Sayville Yacht Club, a former Westhampton Yacht Squadron, presented by Brian Weeks, USSCA President. Patin also won the Regional Championship trophy. Patin also won the Masters Trophy. The top Junior sailor was Rick Zimmer, of Old Cove Yacht Club, in 16th overall.

NEW YORK REGIONAL CHAMPIONSHIP
WESTHAMPTON YACHT SQUADRON, REMSENBURG, NY AUGUST 19-20, 1995 (TOP 10 OF 49)

1717 Paul Jon Patin Blue Point, NY 1-3-1-9-1-1 6
255461 Ken Mockridge Sayville, NY 5-3-3-4-4-1-3 19.75
261299 Bill Brangiforte 4-5-2-7-4-21 24
350050 Lee Ruby 2-8-7-6-2-4 27
460604 Kara Forman 20-11-4-5-3-5-1 28.75
53723 Larry Cochran 27-1-14-6-13-8-5 44.75
6550 Andrew Cole 21-21-12-1-17-4 47.50
760685 Drew Butner 16-2-5-14-15-3-24 55
85240 Brian Weeks 15-23-9-10-8-9-10 61
910197 Steve Langford 7-16-11-11-15-2 62
1075208 Jack Willy 1-9-1-17-17-18 62.5
1176494 Doug Ambos 12-10-6-12-19-16-9 65
125785 Lee Parks 19-6-24-3-12-12-19 71
136008 Ken Charles 3-17-17-15-22-22 75
1455273 Dan Karnovsky 13-7-8-17-43-13-17 75
158591 Joel Furman 10-9-18-10-18-11-11 76
1636281 Tom Philbrick 18-18-10-20-9-24-13 88
1791 Bob Butner 26-4-22-7-23-21-16-9 93
18219 Anne Buscella 26-25-13-6-19-12 98
1983776 John D. Cameron III 11-33-20-22-16-14-15 98
20881 Janese Hunt 28-28-11-23-14-27-11 100
2159512 Denis Potterfield 25-43-19-20-5-26-8 112
2238066 Don Acker 5-24-13-24-27-28-27 120
2362500 Allin Butner 31-31-15-19-20-16-10 125
2476172 Sarah Parker 22-25-21-31-28-23-14 133
254 Russell Chase 43-22-28-21-30-11-31 143
26V Peter Buckwith 29-12-33-16-22-22-30 144
2776016 Darryl Tamash 8-15-31-25-33-35-41 145
2877329 Ron Lareau 17-13-23-34-29-33-43 149
2956273 Marianne Philbrick 30-27-34-26-22-25-13 153

Junior Doubles

1 11 Jeff Tivey/Rusty Young 1-1-1-1-1-2-1 4.5
2 7 Kiley Deasvary/Jessica Scudder 2-2-2-2-1-2 10.75
3 6 Caitlyn Sweeney/Abby Speckles 4-3-3-3-3 19

New England Regional and Wequaquet Lake Annual Sunfish Regatta

Don Stucke

The New England Regional held in conjunction with the Wequaquet Lake Annual Sunfish Regatta was sailed July 22-23, 1995, in Centerville, Massachusetts. Saturday dawned overcast with light winds out of the North-Northwest. By the time everyone had reached the course area, the wind had shifted 180 degrees. The new course was set and the races were run under very shifty, puffy conditions. The same weather held for the remainder of the day. The regatta dance on Saturday night was a huge success with a great dance band and a lively group of sailors and non-sailors dancing the night away.

Sunday's weather was similar to Saturday's, with huge shifts and puffs. Results were scored within about twenty minutes of the last race, due to WLYC member Larry Hadfield's scoring program. Awards were presented, photos taken and everyone on their way by 2:30 Sunday afternoon.

NEW ENGLAND REGIONAL AND 
WEQUAQUET LAKE ANNUAL REGATTA
CENTERVILLE, MA JULY 22-23, 1995 (TOP 20 OF 40)

1 55461 Ken Mockridge 6-3-3-4-4-1-3 19.75
2 61299 Bill Brangiforte 4-5-2-7-4-21 24
3 50050 Lee Ruby 2-8-7-6-2-4 27
4 60604 Kara Forman 20-11-4-5-3-5-1 28.75
5 35253 Larry Cochran 27-1-14-6-13-8-5 44.75
6 550 Andrew Cole 21-21-12-1-17-4 47.50
7 60685 Drew Butner 16-2-5-14-15-3-24 55
8 5240 Brian Weeks 15-23-9-10-8-9-10 61
9 10197 Steve Langford 7-16-11-11-15-2 62
10 75208 Jack Willy 1-9-1-17-17-18 62.5
11 76494 Doug Ambos 12-10-6-12-19-16-9 65
12 5785 Lee Parks 19-6-24-3-12-12-19 71
13 6008 Ken Charles 3-17-17-15-22-22 75
14 55273 Dan Karnovsky 13-7-8-17-43-13-17 75
15 8591 Joel Furman 10-9-18-10-18-11-11 76
16 36281 Tom Philbrick 18-18-10-20-9-24-13 88
17 91 Bob Butner 26-4-22-7-23-21-16-9 93
18 219 Anne Buscella 26-25-13-6-19-12 98
19 83776 John D. Cameron III 11-33-20-22-16-14-15 98
20 881 Janese Hunt 28-28-11-23-14-27-11 100
21 59512 Denis Potterfield 25-43-19-20-5-26-8 112
22 38066 Don Acker 5-24-13-24-27-28-27 120
23 62500 Allin Butner 31-31-15-19-20-16-10 125
24 76172 Sarah Parker 22-25-21-31-28-23-14 133
25 4 Russell Chase 43-22-28-21-30-11-31 143
26 V Peter Buckwith 29-12-33-16-22-22-30 144
27 76016 Darryl Tamash 8-15-31-25-33-35-41 145
28 77329 Ron Lareau 17-13-23-34-29-33-43 149
29 56273 Marianne Philbrick 30-27-34-26-22-25-13 153

Junior Singles

1 74 Craig Fulder 6-3-1-1-1-1 11
2 J Joe Hurley 1-2-4-2-4-2-8 14.75
3 58760 Jim Brown 2-6-2-6-5-1-5 20.75
4 76858 Matt Harrington 5-5-6-5-3-2-4 21
5 38683 Debra Young 11-1-5-5-3-6-3 22.75
6 67 Peter Broman 3-4-3-4-6-3-7 23
7 771 Kevin Davis 4-7-9-9-9-4-4 41
8 111 Trent Harrington 9-9-9-9-9-7-6 49
to moderate winds. Real gold was given to the winners, and gold pans to the second and third place finishers.

United Airlines Sailing Club
Fleet 747 recently hosted the Colonies Cup here at Redwood Shores, Quantas Sailing Club of Sydney and United Airlines Sailing Club - Chicago were here to compete. Twelve Sunfish were used and a large color photo of the fleet was featured on the front page of the San Mateo Times.

**WESTERN REGIONAL**
**GO FOR THE GOLD REGATTA**
**GOLD COUNTRY YACHT CLUB**
**NEVADA CITY**
**JUNE 10-11, 1995**
**(TOP 6)**

<table>
<thead>
<tr>
<th>Place</th>
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<th>Scores</th>
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<tr>
<td>1</td>
<td>Bryan Jonk</td>
<td>1-1-1-2-2</td>
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</tr>
<tr>
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<td>Bob Cronin</td>
<td>3-2-2-1-1</td>
<td>8.5</td>
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<td>Darryl Coe</td>
<td>2-3-3-3-3</td>
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<td>4</td>
<td>Robert Rossini</td>
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<td>Charles Kaiser</td>
<td>10-4-4-6-10</td>
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<td>6</td>
<td>Tony Rodelghero</td>
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**Weeks Wins Second New England Regional**

Bantam Lake Yacht Club in Connecticut, hosted the second of the New England Regionals for 1995. Nearing the end of the summer on the weekend of August 26-27, the turnout was a bit light, but the camaraderie and celebration at the club were fabulous. Super lunches and a cookout on Saturday night, lakeside, showed everyone and their families how much fun Sunfish events can be.

Day 1 on the race courses saw medium winds in the morning, which died to light air in the afternoon. Peter Beckwith, New England Regional Chairman, won the first race. Brian Weeks, USSCA President, came alive in Races 2, 3, and 4 by posting two bullets and a second. He would go into Day 2 with a five point advantage over Mark May. Weeks stayed sharp on Day 2 with two more bullets and a deuce, keeping well ahead of May, John Butine and others, to earn the Governor's Cup as overall winner. Sunday was a light day again with the wind from the North. Brian did say he was disappointed by his North Americans performance this year and that it was time for an attitude adjustment. He had just come off an eighth place overall in heavy air at the always holly contested New York Regional, which had 51 boats on hand.

Mark May, in second place, qualifies for the 1996 Worlds, since Weeks is pre-qualified as a class officer. John Butine was awarded the Connecticut Series Trophy for the highest placing finisher from Connecticut. Fine performances were also shown by Pete Beckwith and Steve Langford. Many thanks to Dallett Hoopes and his Bantam Lake crew for putting on a fine regatta.

**NEW ENGLAND REGIONAL**
**BANTAM LAKE YACHT CLUB**
**MORRIS, CONNECTICUT**
**AUGUST 26-27, 1995**

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<td>2</td>
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<tr>
<td>3</td>
<td>John Butine</td>
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<td>Pete Beckwith</td>
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<td>5</td>
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<td>7</td>
<td>Peter Jenkins</td>
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<tr>
<td>16</td>
<td>Dallett Hoopes</td>
<td>60544</td>
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<tr>
<td>17</td>
<td>John Burr</td>
<td>18015</td>
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</table>

**Left: New England Regional award winners, Brian Weeks, 1st; Pete Beckwith, 4th; John Butine, 3rd; Mark May, 2nd.**

**Below: Jenkins is followed closely by Weeks, in race on Day 2 of the New England Regional at Bantam Lake.**
Gable Wins SE Regional
Will White

The 1995 Southeast Regional Championship, held October 28-29, at Davis Island Yacht Club, in Tampa, provided great racing in a variety of winds. Mike Gable edged out three-time North American champ Jeff Linton by two points to take the SE title and qualify for the 1996 Worlds in the Dominican Republic. Three of the top five were home boys: Gable, Linton, and fifth-place finisher, Rod Koch, another former NA champ.

In third, was David Loring, of Charleston, SC, the only sailor with more than one first place finish, followed by Zane Yoder, of Fairhope, AL, who returned for a weekend to his first love, the Sunfish, after a year of giving the Laser class fits.

Top Master was John Spray, of Lake Tarpon, FL, who turned 40 just a few weeks before the regatta, in 10th overall. Top Opposite Sex was Gail Heausler, of the local club, in 12th. Top Junior, right behind Gail, in 13th, was Nathan Nussbaum, of Charleston, SC.

Racing on Saturday was in northwest breezes, mostly in the 8-12 knot range, fairly steady for north Tampa Bay, where the wind is often fitful. On Sunday, with an early start, the wind had clocked to the northeast and was throwing gusts well up in the 30's. Slightly more than half of the 36-boat fleet decided to sit it out - most of them for the rest of the day, although by the third race, the shifty wind was dying. The race committee shortened the course for that race, scheduled to be the old Olympic Course, at the end of the second beat, so travelers could get an early start home.

Equipment problems may have influenced the results. Cindy Clifton, one of the top women, lost her hiking stick in the second race. And Jeff Linton broke a boom before the start of the first heavy air race on Sunday. Both managed to find replacements ashore before the next race.

Henry Moore and his Davis Island Yacht Club Race Committee received kudos from the racers at the awards ceremony. Lines were set to an accurate average of the shifty winds, which kept the sailors guessing about which end was favored right up to the final seconds of the starts. Favoring the right side on Sunday, while tacking on headers, seemed to pay off, although velocity headers fooled everyone once in a while.

SE Regional winners, back: David Loring, 3rd; Nathan Nussbaum, top Junior; Zane Yoder, 4th; John Spray, Top Master. Front: Gail Heausler, 1st opposite sex; Rod Koch, 5th; Jeff Linton, 2nd; Mike Gable, 1st.

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Windward Leg Fall/Winter 1995-96
The fourteenth sailing of the Yankee Duo Regatta took place September 23-24, 1995, on Cape Cod’s Pleasant Bay in Chatham, MA. Each year, on Saturday, the Chowder Cup Regatta is hosted by the Sherborn Yacht Club, and on Sunday, the Just Desserts Regatta is hosted by the Cochituate Yacht Club, both clubs being located 100 miles from the regatta site. Separate records are kept for each day’s racing and trophies are awarded to each day’s leaders. Saturday evening we meet for dinner and companionship at the Northport Restaurant in Chatham.

The fleet works up wind off the starting line at the 1995 Yankee Duo Regatta.

14th Yankee Duo

Pete Beckwith

The fourteenth sailing of the Yankee Duo Regatta took place September 23-24, 1995, on Cape Cod’s Pleasant Bay in Chatham, MA. Each year, on Saturday, the Chowder Cup Regatta is hosted by the Sherborn Yacht Club, and on Sunday, the Just Desserts Regatta is hosted by the Cochituate Yacht Club, both clubs being located 100 miles from the regatta site. Separate records are kept for each day’s racing and trophies are awarded to each day’s leaders. Saturday evening we meet for dinner and companionship at the Northport Restaurant in Chatham.

Saturday, the Chowder Cup racing was conducted with winds in the 20 knot range with gusts to 25 and temperatures in the crisp 60’s. Bill Brangiforte gave us all a sailing lesson with five bullets! Rapid Buttner and Jack Willy were close behind. Several boats capsized in the gusts but the able crash boat crews saw that they were safely righted. A delicious lunch was served on the beach, featuring hot clam chowder and soup with sandwiches. After lunch, the wind eased off a bit, to 12-15 knots. In the spirit of the regatta name, ceramic chowder bowls were awarded to the top five finishers. Larry Cochran was awarded the ‘Aged and Treacherous’ bowl for the best finish of sailors admitting to the age of 60 or beyond. Local sailor ‘Mon’ Cochran was awarded the ‘Fan Tail Award’ for perseverance and good sportsmanship.

Sailors from all age groups participated, from a teenager to several septuagenarians, two of whom won prizes.

On Sunday, the Just Desserts racing started with temperatures in the low 60s and winds about 15-20 knots. Several more capsizes occurred, and one mast snapped, but all were rescued. Lunch again featured hot corn chowder and soup and sandwiches, topped off with delicious desserts appropriate to the regatta name. Trophies awarded to the top three skippers consisted of sailing merchandise. Larry Cochran was again awarded the ‘Aged and Treacherous’ prize.

A special thanks goes to the local boaters who supplied and manned the committee and crash boats, and to the Chatham Yacht Club for the loan of their racing marks. Many thanks also to Sally Demler for organizing the entire affair for many years. A good time was had by all and we hope to see a good turnout again next year.

CHOWDER CUP REGATTA

SEPTEMBER 23, 1995

1 Bill Brangiforte Weymouth, MA 1-1-1-1-1 3
2 Bob Buttner Plymouth, MA 3-3-3-2 11
3 Jack Willy N. Weymouth, MA 6-3-2-6 13
4 Larry Cochran Manchester, CT 2-5-4-1-9 19
5 Roger Demler Sherborn, MA 7-2-6-8-7 20
6 Doug Ambos Norton, MA 5-6-6-9 21
7 Russ Chase Woburn, MA 4-12-9-5 22
8 Allen Buttner Plymouth, MA 8-10-5-7-5 23
9 George Menzel Simsbury, CT 10-7-5-8-2 29
10 Peter Barnes Wellesley, MA 8-7-9-9-10 37
11 Abel McClean S. O. Orleans, MA 11-8-10-12 37
13 Pete Beckwith Wellesley, MA 12-13-12-13-5 50
14 Paul Ronty S. O. Orleans, MA 13-14-14-14-3 54
15 Mon Cochran S. O. Orleans, MA 14-15-14-15-6 58
16 Joan McVicker Wayland, MA 10-6-6-6-8 59

JUST DESSERTS REGATTA

SEPTEMBER 24, 1995

1 Bill Brangiforte Weymouth, MA 1-4-1-3-3 5.25
2 Ken Charles Manchester, CT 2-2-2-8 8
3 Bob Buttner Plymouth, MA 4-3-5-3-1 10.75
4 Allen Buttner Plymouth, MA 5-1-3-5-7 13.75
5 Larry Cochran Manchester, CT 3-8-9-6-2 19
6 Doug Ambos Norton, MA 6-6-6-5 21
7 Peter Barnes Wellesley, MA 7-5-4-7-6 22
8 Roger Demler Sherborn, MA 9-9-4-5-9 30
9 George Menzel Simsbury, CT 8-7-7-10-9 31
10 Tom McNichol Framingham, MA 10-10-9-9-9 40
11 Peter Beckwith Wellesley, MA 12-13-10-9-9 42
12 Joan McVicker Wayland, MA 13-12-11-11-10 45
13 Paul Ronty Orleans, MA 11-11-11-11-11 49
14 Mon Cochran S. O. Orleans, MA df-ds-ds-ds-13 61
You-Know-Who Wins Florida States

Charlie Clifton

Light, shifty winds made for topsy turvy races on Sarasota Bay at the 1995 Sunfish State Championship held on Sarasota Bay, September 30-October 1. Danny Pletsch held off a host of 33 elders to take second place. The youngest sailor and fresh out of the Opti Class, he took home trophies for second, best finish for first time entrant, and first junior.

Rod Koch overtook Charlie Clifton and Mark Taylor to move into third with a bullet in the last race. Mindy Katz was 33 elders to take second place. The youngest faster at each regatta and is beginning to threaten Champion time entrant, and is now a hand in the VooDoo Class. Former National You-Know-Who Wins came all the way from Boca Raton.

Len Ruby, from Chestnut Hill, MA, who, with nine stalwart competitors arrived early to test their skills with Vineyard winds, only threeYC. Wellesley, MA 7-6-5-1 15.75
5. Michael Ryan Pocasset, MA 4-3-9-3 18
6. Gordon Geick Collinsville, CT 7-6-3-8 20
7. Gehart Monzel Simsbury, CT 5-8-6-6 25
8. Peter Beckwith Wayland, MA 9-5-7-7 28
9. Russell Chase Woburn, MA 8-7-6-9 30

Hunter’s Moon Regatta

Theo Aschman

Fall is definitely here, but the racing goes on. In fact, including the Frostbite Racing, April is the only month in which there is no Edgewood Yacht Club racing!

The 1995 Hunter’s Moon Regatta was held October 14, at Edgewood YC., Cranston, RI. The weather was 65 degrees, with a 15 knot southerly gusting to 20. We got in five races from 11 am to 2pm, when fatigue and the threat of rain convinced us to head in for lunch and prizes.

Our arm of the sea is semi-protected (it’s only 3/4 mile wide) so the chop wasn’t too bad. We set up a triangular course, with the weather mark 700 yards upwind of the starting line and the leeward mark 350 yards to leeward. The races were relatively short at 14 minutes a lap, but when the wind strengthened, the two-lap Olympic courses became an exhausting test of endurance. This year had the highest attendance so far, with 18 boats, half of them from out-of-town, and some of those from an hour and a half away.

The wind shifts kept the one-man race committee busy moving marks during the long legs of the races, then racing back to set up the finish line just in time to score the first finishers. Then the wind strength reminded skippers of any overdue maintenance. First, it blew out Peter Gritter’s boom in the first race, forcing him to retire for the day and limp back to the docks under an “Arab Dhow” rig. In the third race, Bill Brangiforte’southaul carried away in leg 3 of the 5 leg race. But our hero-of-the-day wasn’t knocked out yet. “Clawless Bill” held on to a solid first place lead through the 3rd, 4th, and final legs of the course, his sail gradually folding up like a venetian blind, until he was caught 100 yards from the finish, and had to settle for a second place!

At 2 pm the wind wasn’t getting any lighter and the first spits of rain started, so we headed in. Lunch and dry clothes gave everyone renewed strength for the Hunter’s Moon Regatta “Prize Auction.” A variety of prizes and gear, enough for every competitor, were laid out.

The winner took his choice, then second place chose from the remainder, and so forth for every skipper. Next year we’ll have less wind and a longer day. Clawless Bill sez he’s gonna bring his Fast Friends from Weymouth next year and push our Home Team further from the gold. Right. Wait’ll they see next year’s course and weather. The Farmer’s Almanac gives the date as October 26, 1996, so see you here!

Not being a club to let perfectly good January sailing weather go to waste, Edgewood begins her Frostbite Racing Season in November. The Sunfish sail 4-5 races from 11:30 am to 1:00 pm. We sail most Sundays until March, excepting holidays and long weekends.

HUNTERS MOON REGATTA

EDGEOEDOWOOD YACHT CLUB, CRANSTON, RI

OCTOBER 14, 1995

1. Bill Brangiforte N. Weymouth, MA 1-2-3-1-1 10
2. John Skrzypiec Tiverton, RI 1-2-2-2 12
3. Ken Charles Manchester, CT 2-3-1-4-1 12
4. Gordon Geick Collinsville, CT 3-4-1-5 16
5. Joe Boulany Edgewood, RI 4-6-2-5 16
6. Paul Odgead Zion, CT 5-1-3-4-1 19
7. Chad Martin Warwick RI 11-7-9-7 30
8. Michele Boulany Edgewood, RI 7-9-8-9 33
9. Peter Beckwith Wayland, MA 2-6-10-9-11 36
10. Jeff Lanthorp Edgewood, RI 6-14-4-3-4 40
11. Bob Conners Warwick RI 16-16-12-8-4 44
12. Katherine Moers Westerly RI 10-13-14-11-10 44
13. Dave Evans Rehoboth RI 13-12-11-10-2 45
14. Kevin Sullivan Saugerties RI 6-11-13-6-12 49
15. Mary Charles Manchester, CT 9-8-7-6-6 55
17. Bob Russell Warwick RI 14-17-11-13-5 63
18. Peter Gritter Warwick RI 6-1-6-6-12 76

Sunfish Return to Falmouth

Kay Leland

On Saturday, July 8, 1995, Falmouth Yacht Club hosted the Sunfish Invitational Regatta. Nine stalwart competitors arrived early to test their skills with Vineyard Sound wind and current. The trusty Westsider never materialized, but the current certainly tested one’s patience, if not one’s skill. Because of light winds, only five races were sailed. Jack Willy, of North Weymouth, MA, and Peter Barnes, of Wellesley, MA, each took a bullet, but it was Len Ruby, from Chestnut Hill, MA, who, with three firsts, a second and a fourth, took the top prize for the day. Jack Willy was second and Larry Cochran, of Manchester, CT, third.

The Sunfish Class presented a permanent trophy, a varnished centerboard, to be inscribed with Len Ruby’s name and displayed at Falmouth Yacht Club until next year’s winner is named. Falmouth Yacht Club members all agreed it was certainly nice to see Sunfish sailing off the beach once again, and hope that next year we can give the fleet a strong breeze as well as a strong current.

SUNFISH INVITATIONAL REGATTA

FALMOUTH YC, FALMOUTH, MA

JULY 8, 1995

1. Leonard Ruby Chestnut Hill, MA 1-4-1-2 4.25
2. Jack Willy N. Weymouth, MA 2-2-1-4-3 7.75
3. Larry Cochran Manchester, CT 3-5-2-2-5 12
4. Peter Barnes Wellesley, MA 6-4-7-5-1 15.75
5. Michael Ryan Pocasset, MA 4-3-9-3 18
6. Gordon Geick Collinsville, CT 7-6-3-8 20
7. Gehart Monzel Simsbury, CT 5-8-6-6 25
8. Peter Beckwith Wayland, MA 9-5-7-7 28
9. Russell Chase Woburn, MA 8-7-6-9 30

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Windward Leg Fall/Winter 1995-96
12 Sunfish Compete at Clark Lake Invitational

Bill Erven

Five classes of boats raced in the Annual Clark Lake Invitational regatta at Clark Lake Yacht Club, Clarklake, Michigan, September 23-24. The first frost of Fall arrived Saturday morning to greet the sailors. The winds were very light and shifty, and only two races were completed. Sunday, however, better winds filled in right at the start of the first race and held throughout the two races scheduled.

Chris Chatters, of Jackson, MI, conquered the light air shifts and won the first race. Jim Towler, of Wolf Lake Yacht Club, responded by winning Races 2 and 3 and took the regatta with two firsts and two seconds. Wolf Lake Yacht Club was the winner of the Perrysburg, Wolf Lake, and Clark Lake regatta series team championship.

The organizers, race committee and meal planners did an excellent job for the benefit of everyone’s enjoyment.

35TH ANNUAL CLARK LAKE REGATTA
CLARK LAKE YC, CLARKLAKE, MI
SEPT. 23-24, 1995

1 Jim Towler
Jackson, MI 3-1-1-3 7.5
2 Tom Katterheinrich
N. Knoxville, OH 2-2-5-2 11
3 Dan Feldman
Highland Park, IL 7-3-3-1 13.75
4 Ray Steely
Maumee, OH 4-5-4-4 17
5 Chris Chatters
Jackson, MI 1-4-1-1 20.75
6 Ken Alexander
Maumee, OH 6-7-2-10 25
7 Walt Vaclavik
Jackson, MI 11-6-6-9 32
8 Charles Butchart
Jackson, MI 9-9-9-7 34
9 William Erven
Jackson, MI 8-11-8-8 35
10 Reed Lowden
Jackson, MI 10-8-10-11 39
11 Jim Fletcher
Okemos, MI ds-ds-7-6 39
12 Dave Hordrup
Brooklyn, MI 5-10-ds-ds 41

Don Bergman Wins at Devils Lake

Tom Katterheinrich

The Devils Lake Yacht Club hosted its 52nd annual “This One’s For Fun” Regatta, September 16-17, 1995. Three races were sailed on Saturday, with the senior sailors trading positions at every mark. The junior regatta was open to sailors 13 and younger, and there was a good turnout. Saturday night the club served a buffet dinner as the adults talked of the good ol’ days and ideas were tossed around about having a reunion regatta.

Sunday morning we arrived at the club to find high winds from the north. The junior races were canceled by the parents, though some of the juniors wanted to race. Some of the Lightning Class sailors also decided it was too windy and borrowed Sunfish to join in with the senior fleet. Again, there was close racing and high speed reaches. Thanks to Bob and Joan Morse, our race committee, and Jack Tibbs, the regatta contact.

THIS ONE’S FOR FUN REGATTA
DEVILS LAKE YC, MANITOUBEAICH, MI
SEPT. 16-17, 1995

Seniors
1 Don Bergman
Holland, MI 1-2-3-1-1 8
2 Ron McHenry
Cortland, OH 2-3-1-2-2 10
3 Mike Scriber
Waterford, MI 3-1-4-3-3 14
4 T. Katterheinrich
N. Knoxville 4-4-2-4-4 18
5 Reed Lowden
Jackson, MI 5-5-5-5-5 25

Juniors
1 Bobby Flack
W. Bloomfield, MI 1-1-1 3
2 Kevin Ladlaw
Saline, MI 2-2-3 7
3 Laura Turluck
Chelsea, MI 3-3-2 8
4 John Morse
Adrian, MI 4-4-4 12
5 Not known
Union City, MI 6-5-6 17
6 Nancy Carlisle
Coralville, MI 5-6-7 18
7 Katie Chamberlin
Adrian, MI 7-7-2 19
8 Cari Braun
Manitou Bch, MI 8-8-8 24
9 Sarah Elliot
Hudson, MI 9-df-df 27

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Connecticut Seniors Endure Nor’easter Again

Paul Odegard

For the third year in a row, seniors endured a blustery Nor’easter at the Connecticut Senior Olympics Sunfish Regatta held in West Haven on Sunday, September 17, 1995. This year’s race day weather featured blinding rain along with winds gusting to over 30 mph. BUT, the masters of our sport just kept arriving. When finally there were some 30 wet skippers on the beach, the vote was unanimous: “Let’s give it a try!” — very appropriate, and consistent with Class logo and any sail number included.


What saved the day for all was the hospitality (hot showers +) and good food (chowder, dogs/hamburgers) provided after racing, at the local West Shore Fire Department. Cooking was compliments of famous French chef Rob Owens, of Boston for the fine purple, long sleeved tee shirts. Also, thanks to our generous sponsors, SLI, The Sailboat Garage, Layline, and North Sails for providing great prizes! CT Senior Olympics activist Will Berger provided well needed moral support to all attendees.

Thirty boats in a downpour — look for 50+ boats next year!

CONNECTICUT SENIOR OLYMPICS
WESTHAVEN, CT
SEPT. 17, 1995

Overall (Top 10)

1 12180 James Koehler
   Amityville, NY
2 26407 Courtney Young, Jr.
   Monroe, NY
3 55285 Tom Donahue
   Brigantine, NJ
4 44751 Peter Barnes
   Wellesley, MA
5 91 Robert “Rapid” Buttern
   Plymouth, MA
6 76706 Dick Abbene
   Oyster Bay, NY
7 77391 John McGraw
   Bayville, NY
8 77123 Robert Conway
   Islip, NY
9 55416 Mark Hutchison
   Syosset, NY
10 9939 Norton Hutchinson
    Oyster Bay, NY

Masters

1 12180 James Koehler
   Amityville, NY
2 55285 Tom Donahue
   Brigantine, NJ
3 91 Rapid Buttern
   Plymouth, MA
4 76706 Dick Abbene
   Oyster Bay, NY
5 77391 John McGraw
   Bayville, NY
6 77123 Robert Conway
   Islip, NY
7 55416 Mark Hutchison
   Syosset, NY
8 73397 Douglas Lahman
   East Hartford, CT
9 76357 Bill Betti, Jr.
   Kinnelon, NJ

Age of Wisdom

1 9939 Norton Hutchinson
   Oyster Bay, NY
2 43407 Dick Heind
   Manhaven, NY
3 76158 Jack Hutchison
   Oyster Bay, NY
4 40643 Frank Whitman
   Kinnelon, NJ
5 W Bob Johnson
   Hamden, CT

also provided free “Sailors have more fun!” bumper stickers to participants.

Our thanks to the City of West Haven for hosting and insuring the event and to The Bank of Boston for the fine purple, long sleeved tee shirts. Also, thanks to our generous sponsors, SLI, The Sailboat Garage, Layline, and North Sails for providing great prizes! CT Senior Olympics activist Will Berger provided well needed moral support to all attendees.

Windward Leg Fall/Winter 1995-96

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Laser, Sunfish, Optimist 1:12 scale models are crafted to Class specifications. Polymer parts can be painted - Glass logo and any sail number included to be applied to the precut dacron sails. Each kit also includes rigging, base with identification plaque, wall mount brackets and poster with profile and deck plan. Instructions are designed for easy assembly. Excellent for gifts and regatta trophies!

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1995 Lions’ Connecticut River Classic

Dick Campbell

The 1995 Lions’ Sunfish Connecticut River Classic was held June 3-4, two beautiful sailing days. The 23rd running of this event involved, coincidentally, 23 Sunfish. The start was from Rocky Hill, which prior racers remember as the stop where they used to have lunch. This change was made to avoid the towing which had been necessary so often in the past. The result was three great races Saturday, with the finish into the campsite at Hurd. This allowed for some R&R before the meal, which is one of the highlights of the entire event.

The overall winner was a father-daughter team from Scarsdale, NY, Carolyn Fisher and her dad Rip won the “Rubber Duck”, with four firsts and one second place finishes in the legs sailed from Rocky Hill to Deep River. Malcolm Dickinson, last year’s winner, was unable to travel. The Fishers received the coveted award from another father-daughter team, Lisa and Rich Campbell. Award winners were:

Mixed Doubles
1 Carolyn and Rip Fisher Scarsdale, NY
2 Paul Nannig and Catherine Fisher Mt. Lakes, NJ
3 Richard and Lisa Campbell

Odd Couples
1 Steve Koons and Jeff Williams Mountain Top, PA
2 Richard and Stephen Shroud So. Windsor, CT
3 Don and Mark Newey Glastonbury, CT

“Youngest Participant” 7 year old Carolyn Fisher
“Furthest Travel” Rich Curtis, Alexandria, VA
“Last Place” Caroline Toub and Austin Bredstreet, Torrington, CT

The camp crew of Phil Peterson, Bob and Jeff Wickland, Steve Moffat and Lucille provided fine meals and hospitality.

Paul Nannig and Catherine Fisher sail off with their camping gear in the Connecticut River Race, ultimately finishing 2nd in Mixed Doubles.

Moral support was provided by the power boat gang of the Williams, the Marhefskys, Mike Sherwood, John Gaston, Ron Pearl, John Tracy, and Dick Campbell.

The race ended at the Deep River Marina about noon. Their cordial welcome and excellent facilities provided the perfect ending to another memorable “River Race.”

After the awards ceremony and light repast, the last of the intrepid sailors were on their way home, looking forward to the weekend after next Memorial Day. See you there? For info, send SASE to: The River Race, PO Box 21, Old Saybrook, CT 06475

1994-95 Mid-Gulf Sailing Sunfish Racing Circuit

Bishop Stieffel

Mid-Gulf Sailing, as some of you are aware, is a magazine covering Gulf sailing from the SORC to the smallest local regattas. Owner and editor, Tim Murray, has been sailing Sunfish among many other types of boats for years. It didn’t take much to convince Tim to help rekindle interest in Sunfish racing on the Coast by sponsoring a Circuit similar to Florida’s PIXIE. Tim published articles and photos, donated trophies for the Circuit and was present to award the first winners.

With a little hard work, traveling, communicating and persistence, a small group of Sunfish enthusiasts put their efforts together to rejuvenate Sunfish racing on the Gulf Coast. It worked. In all, 62 competitors participated in eight regattas throughout the circuit. In order to prevent adding more clutter to the already saturated GYA schedule, they decided to use existing regattas as circuit races. Five of eight races must be sailed to qualify for the circuit. Next year, the criteria, as well as the schedule, will change slightly. Nine races will be scheduled, of which five will qualify a competitor to be scored. If you know of anyone in the MissArkBamaLou area who is interested in racing, check the schedule and get on the mailing list by calling either Todd Edwards at 601-864-5396 or Bishop Stieffel, 504-835-8183 or E-MAIL Bishop at BSieffel@AOL.com

94-95 Circuit Regatta No. 8

Gulfport Yacht Club hosted the rescheduled Galloway Regatta, October 21-22, 1995. A cold front passed through Friday night and the lack of wind would not be a problem throughout the weekend as Saturday opened up like a typical mid-June day. A light northerly gave way to a 10-13 knot southwesterly, as 11 Sunfish competed in the second race of the ’94-’95 Mid-Gulf Sailing Sunfish Racing Circuit. Going into this regatta, Todd Edwards had a 2.25 point lead in the Circuit over Bishop Stieffel, so Bishop would have to win and Todd place third; or if Bishop didn’t win, he had to put two boats between them.

With this in mind, Bishop got started in the first race, taking on Todd every chance he got, and managed to finish second behind Mobile’s Ellis Ollinger, with Todd coming in fourth. Tommy Harris, of Ponchartrain Yacht Club was second, and Bishop, with 3.75 and 4 points respectively, had a substantial lead over brothers Todd and Clinton, who were tied for third with 5 points each. Knowing that he had to beat Ellis on Sunday to win the Circuit, Bishop got the first start at the

Windward Leg Fall/Winter 1995-96
Breezy, 12-18 knot offshore conditions were the remnants of a passing cold front Friday night. With the lead shifting almost as much as the wind in each of the races on Saturday, the points between first and third remained close.

With the front long gone, Sunday brought in light, 2-5 knot, shifty winds. Clinton Edwards jumped out to an early lead, but half way up the last weather leg, Bishop Stieffel bought a right shift that put him over the top for Race 4. Only a quarter of a point behind Clinton going into the last race, Todd Edwards got pinned between the RC boat and Bishop and was forced to do a 720 in the light stuff. However, working a barely visible line on the right side, Todd got right back in the thick of things before the first mark. Bishop rounded first, then Clinton, then Todd. Bishop dropped anchor and could only watch as both sailed by. Todd kept closing in on Clinton and within 100 feet of the finish, Clinton still had a boat length lead. Then it looked like Todd latched on to one of John Candy’s “funnel gunnels” when he blew by Clinton, one boat length from the finish, to take second place right out of his little brother’s hand. I smell payback…

Brake Wins ‘95 Fleet 639 Championship

Mark Weider

The Rochester Canoe Club, Rochester, New York, hosted its annual Fall Sunfish Regatta on September 30, 1995. It was a beautiful fall day, with light and variable winds. Twenty eight boats participated in the four races. Mike Ingham was first, Mike Fortner was second, and Max Weider, first junior, was third overall.

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3.5" Half hull w/solid resin sails on 5" x 7" solid walnut base $25.00

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Windward Leg Fall/Winter 1995-96
**Big Wind for 1995 Shelter Island Race**

**Bob Liepa**

The ominous clouds on July 8 brought no rain, but plenty of wind, and in Sunfish racing, windy weather often translates into record-breaking weather. For Kenny Mockridge, the winds could have been a little stronger. In the end, seven minutes were all that separated him from a place in the record book.

Mockridge, a member of the Moriches Yacht Club, rode the wind and current to win “The World’s Longest Sunfish Race” around Shelter Island, covering about 26 miles in three hours, 37 minutes, the second-fastest winning time in the 25 year history of the nautical marathon.

Joe Sullivan, of the host Southold Yacht Club, placed second, two minutes behind Mockridge. Third place Dick Abbene, of the Seawanhaka Place Yacht Squadron, was 20 seconds behind him. Rip Fisher, of the Old Cove Yacht Club of New Suffolk, was fourth, Mark Hutchinson, of Seawanhaka, fifth, and last year’s winner, Paul Nanig, of Old Dove, sixth. Hein finished seventh, one minute ahead of John McGrane. Rounding out the top ten award winners were Keith Lyman, of East Marion, and Jack Spicer, of Southold Yacht Club.

Two special awards were presented. Fred Pati, of Wantagh, who finished 25th, received a plaque for participating in all 25 of the races around Shelter Island. As the first female finisher, Ann Rashbaum, of Shelter Island, who ended up 27th, will have her name engraved on the Peggy Anderson Wagner Memorial Plaque, which the Southold Yacht Club established in honor of the late late 70-year-old Sunfish sailor and great-grandmother who died last year.

Mockridge’s boat, one of 32 in the race, had brought him a fifth place finish last year when he returned to Sunfish racing after a ten year absence. With the experience of last year’s racing having taught him the importance of riding the current, Mockridge set his sights on winning the event this time. “I was planning on it” he said.

Mockridge started the longest and perhaps most unique Sunfish race in the world in good shape. He was among the three sailors who led the way as they began their clockwise circle in the choppy waters around Shelter Island. He took a slight lead and lost it almost immediately as Sullivan surged in front. Mockridge followed, though, keeping a careful eye on Sullivan’s movements.

“I knew he knew the waters, so I followed him,” Mockridge said. “I just watched what he was doing.” Mockridge’s emulation paid off. He passed Sullivan in Gardiner’s Bay to take the lead and hold on for the final “nerve-wracking” 15 miles.

In a race that places a premium on endurance and experience, the ability to concentrate for an extended period of time is also critical. Mockridge showed how well he can concentrate. Even after taking the lead, he refused to relax and kept an eye on Sullivan and all the others trailing him. “I was doing what I had to do.”

---

**25 Years of Around Shelter Island Races**

**Joseph J. Sullivan, Jr.**

Having participated in 24 of the 25 Around Shelter Island Races (see story above), I’d like to share some remembrances/observations.

The first race, held in 1971, was originally conceived as a unique opportunity to publicize Sunfish sailing on Eastern Long Island. The first race was a disaster. It is extremely important to start the race with the outgoing tide. Eight months earlier, we had misread the tide charts and selected a date when the tide was coming in at the start. It was brutally hot. There was no wind. I recall sitting in Gardiner’s Bay after five and a half hours on the water, saying to myself that this was the craziest idea ever concocted. No one finished within the six hour time limit, but the leader, Don Trueman, from the Nyack Boat Club, sailed the entire course against...
the tide in about seven hours. Later, at the awards ceremony, we apologized to the fleet for creating such an ill-conceived event, and for scheduling it on the worst possible date. When we announced that there would be no second annual race, much to our surprise, the sailors shouted, "No!" and, "We'll be back!" It was then that we realized that Sunfish sailors were truly crazy.

During the next year's race, halfway around Shelter Island, the leaders started sailing toward East Hampton. Don Trueman was in 20th place, and when the boat in front of him, skippered by 19 year old Jack Campbell, of Southampton Yacht Club, continued to hug the Shelter Island shore, Don charitably yelled out, "Excuse me, but you're going the wrong way." "No, I'm not," was the reply. "I sail big boats around Shelter Island all the time with my father. This is the right way!" "He looked like an intelligent young man," said Don later, "so, I followed him." Fourteen miles later, Don nipped Jack at the finish line to win his second straight race. It is rumored that both retired from Sunfish sailing forthwith.

In 1977, as I was getting ready to sail from the beach, I noticed the 17-year-old daughter of a friend of mine sitting on the yacht club porch. She was a good sailor and I had thought she was going to race. I asked her why she wasn't, and she said that she would wait another year or two. I said, "Mary Beth, you can do it now. Just stay in the middle of the course and you'll do fine." She did. When I finished well behind the leaders, I asked her father who had won. "Mary Beth," he said. Mary Beth O'Brien became the youngest sailor and the only woman ever to win the Race, and I retired as an undefeated sailing coach.

The oldest winner and the course record holder at age 64, is Dr. Dick Heinl. In the 25 years, there have been 17 winners, five of whom were multiple winners. Don Trueman and Paul Nannig have each won it twice, while Rip Fisher, John Eckart and Dick Heinl have each taken home the gold three times. Brothers-in-law Fisher and Nannig have kept the title in the family five times. But the Sullivans, Sean, Shane and dad Joe, can boast the most winners in a family: three.

There has been only one protest in 25 years. Unfortunately, it resulted in the disqualification of the winner, who, on a day without wind, propelled himself hand over hand through a temporarily empty ferry slip. Had the ferry returned when our leader was still in the slip, the alternative penalty would have been too gruesome to imagine.

Lastly, for those who have not participated in this nautical marathon, the average finishing time of the leaders is 4 hours and 58 minutes. Join us in '96. You'll love it!

### Richmond County YC Hosts Mid-Summer Open

**Joe Hall**

The second annual Mid-Summer Open Sunfish regatta was held on August 12, 1995. It was a hot and threatening morning when the 19 skippers headed out of Great Kills Harbor into Raritan Bay. The committee boat anchored as close to shore as possible and advised the competitors to go for the beach if anything developed out of the west.

Dick Abbene, last year's winner, brought two friends from his Oyster Bay fleet. Several hot 1/24 skippers registered, and Jim Liggett, from Packanack Lake, NJ, arrived with his new board. The local fleet checked the visiting boats. Once again, we divided the fleet into "new boards" and "old boards" and while they raced together, they were scored in their own division.

The first race, a windward/leeward, was won by Betsy Mahoney, of Richmond Yacht Club, followed by Mark May, of Ossining, NY. The male egos deflated a bit and took another look at the local talent. The second race found Mark May in first and Dot Lucyk, of RCYC and Betsy's sister, close behind. The third race had Mark in control again, with Betsy Mahoney on his tail. There seemed to be nothing the rest of the fleet could do. They got close to the leaders but couldn't pick up the wind shifts in what little wind there was, or were caught by tide or headers. The fourth race was aced by Mark, with Dot Lucyk beating her sister for second. With the darkening clouds and forecast, the committee called it and sent the boats into the club for a well deserved respite of air conditioning, libations and food.

**MID SUMMER OPEN REGATTA**

**RICHMOND COUNTY YACHT CLUB**

**GREAT KILLS HARBOR, NY**

**AUGUST 12, 1995**

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<th>Overall</th>
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<td>2</td>
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<td>19</td>
<td>Jack Hutchinson</td>
<td>Oyster Bay</td>
<td>11-df-ds-ds</td>
<td>70</td>
</tr>
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</table>

#### Old Boards

| 1       | Kerry Mahoney | 2-2-1-5 | 9.75 |
| 2       | Greg Lilloberto | 1-3-5-2 | 10.75 |
| 3       | Betsy Mahoney | 3-4-3-1 | 10.75 |
| 4       | Sean Mahoney | 4-1-4-3 | 11.75 |
| 5       | Ken Otteese | df-df-2-4 | 16   |

### Annual MS Regatta

Fleet 330 tries to hold two fun events the weekend after Labor Day in Great Kills Harbor. With winds gusting to 25, five ladies from age 12 to grandmother sailed three races in the annual MS Regatta. There were no capsizes, but the weather was hairy. The three races were short and fast in the shifting, gusty winds.

**RESULTS**

| 1       | Larry Owen | 2-2-1-1-1 | 6.25 |
| 2       | Roald Meyer | 1-1-2-2-df | 12.5 |
| 3       | Joe Hall | 3-3-3-3-3 | 16   |
| 4       | Bob Donahue | 4-4-3-2 | 17   |
| 5       | Frank Gison | 5-5-5-5 | 24   |
| 6       | Pete Mitchell | df-ds-ds-ds | 34   |

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Sunfish Match Race in Colombia

Looking for a new way to compete, the Colombian Sunfish Class Association organized a match racing event at the El Portillo Nautico Club, on the Tomine Dam, September 16-17, 1995.

After all of the trials, two people participated in the final race. They were Solmar Bermudez and Juan Carlos Uzcategui, the best two sailors in the region.

Uzcategui, nicknamed Cuzo, has been for many years an unbeatable national champion in the Lightning Class. He had not sailed for some time before the Championship race took place. Solmar was twice a national champion. Of course, the spectators were very excited about the race.

Solmar handled his boat very well and at the end he succeeded, winning a trophy and cash equivalent to 60% of the proceeds.

The presence of the Uzcategui brothers confirmed that the Sunfish Class attracted the best sailors to participate in this event. The championship was successful and we hope to have the participation of sailors from Cartagena and San Andres in 1996.

These single events as well as team racing (one took place and was very successful) make racing very enjoyable. Hopefully, we will be able to have an international event for these categories.

All International Sunfish Class Association members are encouraged to submit news for this section of the Windward Leg. Articles may be sent to the class office, or directly to the editor by fax, regular mail, or e-mail (see organization chart on page 15).
About Sunfish® Class Membership

The International Sunfish Class Association was granted international status by the International Yacht Racing Union in 1984. The ISCA ensures equal opportunity for all sailors by preserving the Sunfish as a true one-design sailboat. The United States Sunfish Class Association is the ISCA-recognized authority within the U.S. By joining USSCA, members are automatically members of ISCA.

All U.S. Sunfish owners are urged to become members of USSCA. Upon receipt of the membership application form and fee, USSCA will assign an official sail number, and a set of self-adhering, cloth sail numbers will be sent to the applicant. A sailor who buys a new boat may retain his/her original sail number if the old sail is not sold with the number on it. Members may purchase replacement or newly assigned numbers through the USSCA office for $12.00.

As a member of USSCA, you will receive a membership card, the Class Yearbook, the Class Measurement Rules and Constitution, the Annual Regatta Schedule, and the class newsletter, Windward Leg, containing regatta reports and articles on how to enjoy, maintain and race your Sunfish. A Family Membership, available to sailors living at the same address, provides an ISCA membership card for each member, and one set of the materials described above. Junior membership (for an individual who is not 18 years old or older during the calendar year) is available at a discount. USSCA membership entitles a sailor to race in sanctioned events at the regional, national and international levels. Members also have voting privileges at the Annual Sunfish Class Meeting held at the North American Championship site.

Sunfish sailors who live outside the U.S. where there is no Sunfish Class Association, may join the USSCA and receive the Windward Leg by sending the membership application form and appropriate fee to the address below.

USSCA Membership Application

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City ___________________________ State ______ Zip __________ Country ______

Phone: Home __________________ Work ____________

Sunfish Fleet Number __________ Location ______________

I am a current member of US Sailing. ___ Yes ___ No

* To receive notices for Women’s, Juniors, or Masters events

** If previously registered

FEES

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TOTAL ENCLOSED

Make check or money order payable to USSCA (U.S. Dollars) and mail with form to address below.

UNITED STATES Sunfish® CLASS ASSOCIATION • P.O. BOX 300128 • DRAYTON PLAINS, MI 48330-0128 • (810) 673-2750
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PLEASE CHECK YOUR MAILING LABEL - Before you move, send your address change to the USSCA Office so you don't miss any issues of the Windward Leg. This is important, as it costs the class money when they come back undeliverable. BACK ISSUES OF THE Windward Leg may be ordered by sending $3.00 (check payable to USSCA) to Peg Beadle, USSCA Office, P.O. Box 300128, Drayton Plains, MI 48330-0128.

MEMBERSHIP RENEWAL
Membership is for the calendar year. To renew your membership, use the form on page 35, or on a sheet of paper write your name, mailing address, home phone, work phone, fleet number, fleet location, and sail number. Enclose it with your check for $30 payable to USSCA and send to: United States Sunfish Class Association, P.O. Box 300128, Drayton Plains, MI 48330-0128. Phone: (810) 673-2750.