AMF Alcort is pleased to announce exclusive distribution of TIGA Sailboards in the United States. Named for a coral island in the Pacific, TIGA is a superior quality board with many of the construction and performance features of a custom product. Yet, its price is very competitive — lower than many other comparable brands on the market.

TIGA was designed by Laurent Cordelle, the architect behind some of the most successful European boards and currently in charge of the Italian America's Cup program. Cordelle's philosophy is to create a board that's challenging and responsive enough for the advanced sailor, yet still not out of reach for the beginner. After all, the beginner soon becomes the intermediate and the intermediate becomes the advanced.

Patrick Dussossoy heads up the founding French company with an impressive background of sailboard development for more than a decade. Financial backing comes from the Rothschild family and the Charbonnages of France. Introduced in France just last year, TIGA is already in third place in sales there.

The hull of the TIGA, thermoformed ABS injected with polyurethane, is dense and resistant to scratches and dents. The bow of the board is full and round for increased performance, yet as you follow the lines aft, and the chines become more defined and the stern flatter for increased stability as well as planning.

The deck is extremely functional, crowned amidships for comfort and proper footing, scooped slightly in bow and stern for weight reduction and then sprayed with nonskid for a sure grip.

The daggerboard, encased in a replaceable trunk (in case of severe impact — hull will not be damaged), is fully pivoting and adjustable while sailing for various wind and sea conditions.

The rig includes a tapered fiberglass spar for proper sail shape, "Singer" twist-type universal for a firm attachment of rig to boat; oval rails create anodized aluminum wishbones with blocks insure a firm grip while sailing. It allows for easy sail trim...

Continued on page 19.
Don Brennan
Dominates Sunfish Midwinters

The highlight of the 1983 Sunfish Midwinters might have been the one glorious
day that squeezed in between a week of
rainy weather for the regatta held March 18-20. But, it wasn’t. The highlight was
the amazing boat speed of Don Brennan
from Mobile, Alabama. Winning four out
of five races in the no throwout series
was enough to clinch the title by 26
points. After the event, Don said ,
“I
haven’t been racing
Sunfish
seriously for
a couple of years but
I
think
I
will start to
again.”

Second through ninth place was
separated by only 6 points. Greg Reardon of
Mandeville, LA had 33 total points to take
second place; Adam White of Gulfport,
MS captured third and the Junior title
with 34½ points. Jean Bergman of Hub-
bard Woods, IL was fourth with 36 points
and, tied with Jean but losing the tie-
breaker was Chris Williams
all the way
from Manchester, NH.

Brennan proved his dominance in a
variety of wind conditions over the 3-day
event. Winds for the first two races sailed
on Friday, started at 10 knots and in-
creased to 18 knots, under threatening
skies and uncommonly cool tempera-
tures. Brennan easily won these races by
over one minute. Saturday brought warm
sunny weather but no wind. After waiting
out the wind for over four hours, the race
committee headed by Euel Screws,
Jr., charted a modified Olympic course which
was later shortened to a triangle to keep
within the time limit. Brennan’s four
minute lead at the finish again proved his
dominance. The final two races were
sailed Sunday under torrential rains with
thunderstorms threatening and tornado
warnings to the south.

The visiting sailors were treated to true
“Southern Hospitality” by the members
of the Dixie Sailing Club. The clubhouse
located 35 miles northeast of Mont-
gomery is located on a point of land in
the middle of man-made Lake Martin.
This comfortable hideaway with no less
than 3 fireplaces was the perfect spot for
the sailors to forget their winter
responsibilities
and dream of the sailing season
to come.
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SEND _____ MAST CRADLE KIT . . . . $19.95

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Name __________________________ Card# __________________________
Address ______________________________________________________
Expiration Date __________________________ Signature ______________
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Above prices include shipping and handling.
Sunfish Cruising: Sakonnet Harbor, Rhode Island to Martha's Vineyard, Massachusetts

by James E. Hunt

Of all the reasons to choose a Sunfish sailboat, cruising has not been one of them. Until now.

A hardy band of Sunfish cruisers has been heading down America's great rivers, across its lakes and out into ocean waters — including a brother and sister team who turned to cruising to complement their racing. What the boat lacks in luxury, it makes up for in fun, flexibility and sailing excitement. Add also that it's a challenge to rig and pack a 14-foot boat with a 2½×1½-foot cockpit for a five-day, 100-mile cruise.

Last summer, 23-year-old Keith Rabine and his 21-year-old sister Karen crossed the shipping lanes, powerboat buzzways and tricky waters of Rhode Island Sound and Buzzard's Bay in a memorable cruise to Martha's Vineyard from Sakonnet Point, Rhode Island.

Why were they doing it?

Keith had done it before, sailing 20 days down the Hudson River from Albany to New York City. He believes it helps him learn the boat better — an aid in racing. The winner of many regattas, Keith finished third in the 1979 Sunfish North American Championship qualifying him for the 1980 Worlds in Aruba.

Karen also has cruised before, from Sakonnet to the nearest "out" island, Cuttyhunk, the tattered tepee of an island at the end of the Elizabeth chain off Cape Cod. Her reasons for the Vineyard cruise were more personal. While working one summer for the Sakonnet Yacht Club, Karen stayed with the O'Connor's on Warren's Point, saw Oak Bluffs every morning, and dreamed of the trip.

The cruise had been more than a year in the planning when the Robines slipped their boats into the water and walked them out to the float at the end of the pier for final loading.

The day before the scheduled launch, the harbor and the Sakonnet River beyond had been churned into seas that slapped around 40-foot fishing boats. But on the morning of their departure, it was calm, warmer than it had been in a month, and more like early August than early September. One of the greatest challenges of the trip came in stowing gear, charts and clothing for five days into heavy-duty trash bags and onto the two boats (see the accompanying list of equipment).

Finally, on their way, with a wake of jellyfish, they set their course with the tide and headed for Nashawena Island, a distance of about 16 miles. Both boats settled into a lazy run as they rounded Sakonnet Point into Rhode Island Sound and Buzzard's Bay and Nashawena for a cook-out that ended Day 1.

For M.I.T. graduate Keith, a sailor, runner and skier in college, it marked the transition from school to "the real world." For Karen, it was a chance to test herself and hone her skills before returning to the University of California at Berkeley where she is a math major and sailing team member.

On Day 2 the couple picked their way up the Elizabeth Islands to Wood's Hole. They carried no spare equipment. As Keith explained, "That's a good thing about the Sunfish. If something breaks, you can always use something else."

As it turned out they never had a need for jury-rigging, although on Day 3 they did hit high seas and 25-knot winds on
the crossing from Wood’s Hole to Vineyard Haven. In sight of West Chop on the north shore of Martha’s Vineyard, Karen surfed down a four-foot wave and pitched a pole. After 5 minutes of struggling in the water, Keith righted the boat for his tired sister. Karen and Keith recovered all the gear except for a paddle and a map. They sailed into a rocky beach near Vineyard Haven, dried their gear in a friendly boat club and donned their running shoes for sightseeing and a dinner out in Oak Bluffs, before camping out for the night.

At 6 o’clock the next morning they left with the ebb tide and sailed down the sound toward Rhode Island, crossing into Buzzard’s Bay when the current changed near Robinson’s Hole. By mid-afternoon they had logged about 30 miles on a day-long broad reach. They camped in the dunes of Hammonasset Beach State Park to rest for the final return leg.

A southwest breeze built to 15 knots on the final day causing Keith and Karen a tiring 4-hour beat to windward to complete their journey.

Would they do it again? Both say yes, and they have plans in mind.

For one thing, Keith notes, you can’t beat the price. Two people on a five-day cruise, eating “real well,” cost just under $50. Eds — Jim Hunt is an independent writer, narrator and producer based in New Jersey.

Learn to Sail on TV

The Sunfish will be one of the featured sailboats on the upcoming PBS television production “Under Sail”. The 8-week series of 1/2-hour shows will be narrated by Robbie Doyle. He offers an introduction to basic sailing skills, theory and safety, and teaches with models, wind tunnels and computer generated graphics as well as demonstrations on-water and dockside.

Under Sail premieres Sunday, May 8 at 6:00 PM (check local listings). Of the 277 public broadcasting stations around the country, 150-200 stations are expected to pick up the telecast.

Following the broadcast, the film will be distributed to schools and yacht clubs by Timberline Boat Shows. The film will be available in cassette format soon after.

Suggested Gear for Sunfish Cruising

Keith and Karen Robine advise packing light, but not so light that you skip essentials. Here is a general list of the gear that the Robines took on their five-day cruise to Martha’s Vineyard:

- warm clothes
- sleeping bag
- tent
- charts in plastic
- compass
- paddle
- knife
- 2½ gallons of water each
- “gorp” (plenty of other high-energy food)
- running shoes (for sightseeing)
- extra lashing line
- many heavy-duty trash bags

Sunfish in Hong Kong?

The Hong Kong Sunfish Class Association was officially recognized by the Sunfish Racing Class in March of 1982. This active fleet has organized several Sunfish events since that time.

On March 14, 1982, the first fleet regatta was held … the Little Palm Beach Sail Training Association Annual Regatta. Ringo Li, the Hong Kong Class Secretary dominated the three-race series sailed in light to medium air. Li was awarded the Dransfield Marine Sunfish Trophy.

Again, on September 25-26, Ringo Li topped a field of 10 sailors to win the St. Stephen Bay Sunfish Race.

The Tai Mei Tuk Sunfish Winter Regatta, the biggest event of the season, was held on December 26. The three-race series was won by Yuen Kuen Leung, who bettered a fleet of thirteen to take home the Kenneth Fung Trophy. Wong Shun Kit placed second and Li Hung Chiu finished third in the series sailed in winds that hit both ends of the scale. The Round Island Race held in conjunction with this regatta, was won by Law Wing Hon who was awarded the Cyril Fung Trophy.

To all the Hong Kong sailors, we say “welcome to the wonderful world of Sunfish racing”.

Wong Shun Kit (19) leads Yuen Kuen Leung (5) at the windward mark during the Tai Mei Tuk Sunfish Winter Regatta.
Sunfish Lake

Yes, there really is a Sunfish Lake. It is a small private lake in the Minneapolis/St. Paul area of Minnesota. The length of the lake is no more than one mile and is surrounded mostly by wooded hills. There is no public access to the lake and no motorboats are allowed except the race committee boat on Regatta Day. Strict adherence to building codes and setback restrictions have helped preserve the natural beauty of the lake.

The tradition of Sunfish Lake Regatta Day dates back to 1958 when the first annual regatta was held. At this time, half a dozen lake residents joined together during the winter months to help each other construct wooden Sunfish built from kits. Early events on the lake included a so-called "serious race", a black tie race, a "special surprise scavenger-type" race, and a "no holds barred" race. 1963 saw an offering of a three-race season including the Memorable Race (Memorial Day), the Bastille Day Race and the Laborious Race (Labor Day).

The 14th Annual Sunfish Lake Invitational Regatta held last July 11th drew twelve boats. The Open Class was won by John Musser and John Harrison both from Sunfish Lake. The Junior Division was won by John Musser and his grandson and Kip Roe, also of Sunfish Lake, took the Senior Singles prize.

Action at the 14th Annual Sunfish Lake Invitational Regatta held July 11, 1982 resembles something out of the Sunfish History Books.

The 15th annual running of this event is slated for the weekend after the Fourth of July.

Eds — I would like to acknowledge Bob Riesberg, a long-time resident of Sunfish Lake for providing the information and photos for this article.

RAGNOT POSTERS capture the fun and funny things that can happen when a bunch of kids get out on the water in Sunfish. You will see the wild start of the first race of the season, the rock and rollers in their Sunfish, the hard core racers going for the weather mark, the turtle, and the survivors.

These hilarious posters are a perfect gift to decorate the room of a new Sunfish racer or to liven up the junior sailors room at your club or camp.

TO ORDER a set of six posters, $24.95 from the RAGNOTS, Houston Yacht Club, P.O. Box 1276, La Porte, TX 77571.
Sunfish, Force 5, Apollo, Trac 14 & 18 ... they offer some of the most challenging one-design racing in the world. To succeed you have to develop your basic racing skills. To stay on top you have to continue to improve.

There is a magazine that helps you do both... YACHT RACING/CRUISING. YR/C offers more for the one-design sailor than any other magazine. Every issue is filled with clearly diagramed tactical discussions, rule explanations, tuning tips, gear close-ups and interviews with top experts. From boots to wetsuits to sail shape and starting strategies, it's all here!

In addition, you'll find the best of the rest, from America's Cup to the Olympics. Plus columns, calendar and a great news section.

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Send in the convenient card or call toll-free 800-247-2160 with your credit card number. Get out front!

Look at what's ahead for '83!

Advanced Trapeze Techniques — The latest in wire wisdom from the high-performance circuit.
Big-Boat Influence in One-Designs — Yes, advances filter downward too!
Ultralight Dinghy Sailing — Winning with a lightweight crew.
Multihull Sail Shape — The word from the man, Randy Smyth.
Luff Sag — Little understood, but very important to performance.
Weather Basics — Some help in anticipating changes in conditions.

And that's just the beginning. There's much more on the way in '83. Don't miss another issue!
San Andrés to Host the 1983 Sunfish Worlds

For the first time in its 13-year history, the Sunfish World Championship will be held in Colombia, South America. San Andrés is a small Caribbean island 480 miles from the Colombian Coast. 105 sailors are expected to attend the regatta scheduled for May 22-29, 1983.

The Club Nautico located on the northeastern most point of the island will act as regatta headquarters. The shallow harbor is filled with transparent blue waters and bordered by a lovely coral reef. The predictable northeast winds complete the picture of the perfect regatta site.

In addition to the competition, the regatta organizers have planned a complete social program designed to give the foreign sailors a good introduction to San Andrés. 110 brand-new Sunfish sailboats will be supplied for the event by AMF Alcort Sailboats to ensure that the boats will be evenly matched.

Ten sailors are eligible to compete from each country, except the U.S. which, because of its huge Sunfish population, is allowed 25 entrants. Also, all former World Champions and the top five finishers at last year's Worlds in San Francisco, are eligible in addition to their country quotas.

All of the U.S. positions have already been filled. These positions were allotted at the 1982 North American Championship in Ridgeway, Ontario, the 1982 Sunfish Midwinters in New Orleans, Louisiana, the Women's Sunfish North American Championship held in Gulfport, Mississippi and the various Regional Championships around the country.

The current Sunfish World Champion is John Kostecki from Novato, California. John was named 1982 Junior Sailor of the Year by YACHT RACING CRUISING magazine; he recently placed first in the USYRU Championship of Champions Regatta sailed in Dallas.

Rule Quiz

A port tack yacht is able to clear a starboard tack yacht while sailing to windward. The starboard tack yacht gets a favorable windshift. Is the starboard tack yacht allowed to alter course to respond to the shift? Answer elsewhere is this issue.

sunfish dateline

| MAY | 1983 FLORIDA STATE SUNFISH CHAMPIONSHIP AND SUNFISH SOUTHEAST REGIONAL, Miami, FL; Contact Hal Lobree, 11500 S.W. 60th Ave., Miami, FL 33156 (305) 665-4385. |
| MAY | 11TH ANNUAL KALHAUS/SUNFISH CONNECTICUT RIVER CLASSIC (pre-registration required), Hartford to Essex, CT; Contact Joanne Girard, AMF Alcort, P.O. Box 1345, Waterbury, CT 06725 (203) 756-7091 |
| MAY | 14TH SUNFISH WORLD CHAMPIONSHIP (pre-qualification required), San Andres Island, Colombia; Contact Joanne Girard, AMF Alcort, P.O. Box 1345, Waterbury, CT 06725 (203) 756-7091 |
| JUNE | SUNFISH SOUTHWEST REGIONAL CHAMPIONSHIP, Oklahoma City, OK; Contact Woody Woodworth, 217 W. Silvermeadow, Midwest City, OK 73110 (405) 732-0527. |
| JUNE | SUNFISH NORTHEAST REGIONAL CHAMPIONSHIP, Barrington, RI; Contact Ray Medley, 30 Hawthorne Ave., Barrington, RI 02806 (401) 245-7652. |
| JUNE | SUNFISH MIDWEST REGIONAL CHAMPIONSHIP, Traverse City, MI; Contact Jerry Meyer, Murray's Boats and Motors, 3536 U.S. 31 South, Traverse City, MI 49684 (616) 946-8983 or (616) 946-8600. |
| JUNE | SUNFISH MIDWEST REGIONAL CHAMPIONSHIP, Cave Run, KY; Contact Jerry Goldberger, 3200 Carriage Lane, Lexington, KY 40502 (606) 272-2506 or (606) 257-8515. |
| JUNE | SUNFISH MID-ATLANTIC REGIONAL CHAMPIONSHIP, Rehoboth Beach, DE; Contact Terry Jaywork, 226 South State Street, Dover, DE 19901 (302) 734-7611 or (302) 734-7401. |
| JUNE | SUNFISH NORTHEAST REGIONAL CHAMPIONSHIP, Rochester, NY; Contact Scott A. Forsyth, 6 Arnold Park, Rochester, NY 14607 (716) 262-3400 or (716) 244-6737. |
| JUNE | SUNFISH SOUTHWEST REGIONAL CHAMPIONSHIP, La Porte, TX; Contact John Focke, 1100 Milam #500, Houston, TX 77002 (713) 528-6886 or (713) 658-9511. |
| JULY | FIRST ANNUAL WESTERN AMF OPEN REGATTA, Chimney Lake, British Columbia; Contact Seafarer Marine Ltd., P.O. Box 4241, Williams Lake, B.C. V2G 2V3. |
| JULY | SUNFISH INLAND LAKES REGIONAL REGATTA, Phelps, WI; Contact H.C. Requa, Box 41, Phelps, WI 54554 (715) 545-2836 or (715) 545-2462. |
| JULY | SUNFISH NORTH AMERICAN DOUBLES CHAMPIONSHIP, Wolfe Lake, MI; Contact David Klingaman, 1501 Ambs Road, Jackson, MI 49201 (517) 764-2662. |
| JULY | SUNFISH WESTERN REGIONAL, Alameda, CA; Contact DeWitt Thompson, 1325 Larch Ave., Moraga, CA 94556 (415) 376-7886. |
| JULY | SUNFISH CANADIAN NATIONALS, Buffalo Canoe Club, Ridgeway, Ontario; Contact John Cantrick, KOMA Boats, P.O. Box 490, Clinton, Ontario Canada NOM 1L0 (519) 482-3013. |
| AUG. 1 | WOMEN'S SUNFISH NORTH AMERICAN CHAMPIONSHIP, La Porte, TX; Contact John Focke, 1100 Milam #500, Houston, TX 77002 (713) 528-6886 or (713) 658-9511. |
| AUG. | SUNFISH NORTH AMERICAN TEAM RACE NATIONALS, Barrington, RI; Contact Ray Medley, 30 Hawthorne Ave., Barrington, RI 02806 (401) 245-7652. |
Ancient Sunfish History

An extinct species of the Sunfish sailboat has been restored by David Vaughan of St. Michael's, Maryland. AMF Alcort historians date this yacht at about 1954 A.D. The sailboat was the very first design as evidenced by the wrap-around coming and mahogany cockpit trim. She is made from mahogany and plywood with pine spars and measures 13'8" in length. The original factory tag is located just aft of the bow handle — less serial number! Nice job David.

Future Worlds Sites Wanted

The Sunfish Racing Class is currently searching for suitable sites to host future World Championships. The Class Office would like to set up the calendar for 1984, 1985, 1986 and further years. Please send qualified bids to the Sunfish Racing Class, P.O. Box 1345, Waterbury, CT 06725 USA or call (203) 756-7091.

Rule Quiz Answer

The starboard tack yacht may alter course to respond to the windshift as long as she does not prevent the port tack yacht from keeping clear. See Rule 35 and USYRU Appeal 157.

World Champions Qualify for the Sunfish North Americans

The Sunfish Class Rules will be changed once again to include all past World Champions in the North American Championship. All former and current Sunfish World Champions will be invited to sail in the championship series without having to sail in the qualification series at the Sunfish North American Championship. Any champion who elects to sail in the qualification series will not be counted toward the top 50 qualifiers. This will go into effect for the 1983 season.

This change is made in hopes of attracting even more competition to our already popular North American Championship.

Who are our Sunfish World Champions?

<table>
<thead>
<tr>
<th>Year</th>
<th>Where Sailed</th>
<th>Champion</th>
</tr>
</thead>
<tbody>
<tr>
<td>1970</td>
<td>St. Thomas, VI</td>
<td>Gary Hoyt, Rhode Island</td>
</tr>
<tr>
<td>1971</td>
<td>Venezuela</td>
<td>Ted Moore, Massachusetts</td>
</tr>
<tr>
<td>1972</td>
<td>Bermuda</td>
<td>Bob Bowles, Florida</td>
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<tr>
<td>1973</td>
<td>Martinique</td>
<td>Pierre Siegenthaler, Nassau</td>
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<tr>
<td>1974</td>
<td>Aruba</td>
<td>Serge Mancini, Guadeloupe</td>
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<tr>
<td>1975</td>
<td>Miami, Florida</td>
<td>Derrick Fries, Michigan</td>
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<tr>
<td>1976</td>
<td>Venezuela</td>
<td>Paul Fenster, New York</td>
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<tr>
<td>1977</td>
<td>Nassau</td>
<td>Pierre Siegenthaler, Nassau</td>
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<tr>
<td>1978</td>
<td>Puerto Rico</td>
<td>Derrick Fries, Michigan</td>
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<tr>
<td>1979</td>
<td>Finland</td>
<td>Dave Chapin, Illinois</td>
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<td>1980</td>
<td>Aruba</td>
<td>Cor van Aanholt, Holland</td>
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<td>1981</td>
<td>Sardinia, Italy</td>
<td>Dave Chapin, Illinois</td>
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<tr>
<td>1982</td>
<td>San Francisco</td>
<td>John Kostaci, California</td>
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<tr>
<td>1983</td>
<td>San Andres</td>
<td>John Kostaci, California</td>
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1982 LAKE GENEVA SUNFISH REGATTA September 18-19, 1982 28 Boats

<table>
<thead>
<tr>
<th>Finishes</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Don Bergmen</td>
<td>4/1/6/3-4-5-2</td>
</tr>
<tr>
<td>2. Jean Bergman</td>
<td>1/7-3-3/3/3</td>
</tr>
<tr>
<td>3. Bob Friedley</td>
<td>2/4/3-4-5</td>
</tr>
<tr>
<td>4. Charlie Berry</td>
<td>6-4-4/4-4</td>
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<tr>
<td>5. Scott Hyde</td>
<td>7-4-7-9-9</td>
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<tr>
<td>6. Bruce Sophies</td>
<td>(13)4-3-4-3-4</td>
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<tr>
<td>7. Chris Lowrie</td>
<td>(10)-4-11-11-11</td>
</tr>
<tr>
<td>8. Bill Bergman</td>
<td>3-10-6/6/6</td>
</tr>
<tr>
<td>9. Bob Hall</td>
<td>5/17-7-7-7</td>
</tr>
<tr>
<td>10. Wendick Burns</td>
<td>9-2-10-15/10</td>
</tr>
</tbody>
</table>

This 1965-vintage Sunfish can still surf the waves of Wells, Maine like a new one. John W. Teahan believes that it was $475 well spent.

The Sunfish Machine

The Sunfish Machine is a primer for beginning racers. Topics covered in the book include rigging and equipment for racing, sail trim, basic racing tactics and rules. This book is a must for all newcomers to Sunfish racing.

TO ORDER

Individual copies may be purchased, for $4.95 plus $1.00 postage, from the HYC RAGNOTS, P.O. Box 1276, La Porte, Texas 77571. Special fleet and dealer rates are available on request.
Steve Perry Edges Out Bob Cullen at the Force 5 Midwinters

Sailors from as far away as New England descended upon the Miami Yacht Club for the Force 5 National Midwinter Championship held March 5-6. The sunny skies and warm temperatures were a welcome relief from the ice and snow for the northerners. Steve Perry of Myrtle Beach, South Carolina barely managed to edge out Bob Cullen of Colchester, Connecticut for the overall title. Steve's consistent finishes of 1-1-1-3-3-3 for 8¼ total points were just enough to top Bob's 8¼ total points.

Tom Oryniak of Edison, New Jersey captured third place with 13¾ points. Fourth place went to Read Beigel of Annapolis, Maryland and Tom Trump from Miami finished fifth.

Perry, a 7-year veteran of the Force 5 class, is a sergeant with the U.S. Air Force. He is stationed in South Carolina for the moment, but his travels have taken him all over the country including a three-year stay in Miami which he still considers home. Although Steve has placed well in many Force 5 events in past years, this was his first win in a major Force 5 regatta.

Easterly winds gusting to over 20 knots for the duration of the two-day, six-race series made for some very tired muscles by the conclusion of the regatta on Sunday. The Race Committee headed by Paco Calvet and Karl Seeley chose to run the double-triangle courses inside the sheltered harbor rather than venturing out into Biscayne Bay. The weekend was topped off by the Mini-America's Cup Series.

Sunburned and tired, the northern sailors reluctantly returned to their ice and snow, but not after rekindling their spirits for a great Force 5 sailing season ahead.
Announcing: The Force 5 Junior Sail

Do you have a junior sailor in the family? Why not make your Force 5 sailboat into the perfect junior training boat? This 48-square-foot, battenless sail is a downsized version of the regular 91-square-foot Force 5 sail. The Junior Sail is made in North's Pewaukee loft and is available only in all white with a black sleeve (contrary to what the photo indicates). The window comes standard in all Junior Sails.

To use the Junior Sail, simply remove the top mast section, install a mast cap (part #38121, suggested retail price $2.10) on the top of the middle mast section and slip the new sail on.

It is the perfect sail for the junior sailor or lightweight senior. The suggested retail price for the Junior Force 5 Sail is $199.00. Contact your local AMF Alcort dealer for details.


FORCE 5 NATIONAL MIDWINTER CHAMPIONSHIP
Miami Yacht Club, Miami, Florida
March 5-6, 1983 18 Boats

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<tbody>
<tr>
<td>1.</td>
<td>Steve Perry</td>
<td>Myrtle Beach, SC</td>
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<tr>
<td>2.</td>
<td>Bob Cullen</td>
<td>Colchester, CT</td>
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<tr>
<td>3.</td>
<td>Tom Crynsik</td>
<td>Edison, NJ</td>
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<tr>
<td>4.</td>
<td>Read Beigel</td>
<td>Annapolis, MD</td>
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<tr>
<td>5.</td>
<td>Tom Trump</td>
<td>Miami, FL</td>
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Paco Calvet (6203) gets a nice start at the Force 5 Midwinter. Photos by Frank Zagarino
Force 5 Sailors Goes Olympic

Shawn Sullivan of Naugatuck, Connecticut is giving up his Force 5 (for a short time) to train for the Olympics in a Flying Dutchman. Shawn and his crew, Ron Cheney from Ithaca, Michigan are currently ranked in the top six in the United States in the Flying Dutchman Class. They have just returned from a successful tour of Australia which included competing in the Australian Nationals and the 1982 FD Worlds held near Melbourne.

Shawn and Ron have worked out an extensive training program which will lead to the Olympic Trails in Long Beach, California in May of 1984 and, ultimately, the Olympics hosted by the Alamitos Bay Yacht Club in August, 1984. Their schedule includes the FD Midwinters and Can-Am Championships in Miami this spring, and a month in Europe this summer to sail in Kiel Week in Germany and the 1983 Flying Dutchman Worlds in Italy.

In between trips, Shawn jumps back into his Force 5 to practice starts, mark roundings and remain sharp on tactics. Shawn was runner-up at last year's Force 5 Worlds and holds the Apollo North American Championship title for two years running.

Shawn and Ron are hoping for even better results next season in their new Lindsay-made Flying Dutchman. This high-tech sailboat has a pre-preg, honeycomb-core construction, the most advanced in the industry. North and Musto sails with a French Z-spar mast complete this racing machine.

Both Shawn and Ron have set up rigorous weight training programs to prepare themselves for the task ahead. It will be an uphill battle as only one Flying Dutchman will represent the United States in the 1984 Olympics.

If you have thought about contributing towards the Olympics and specifically sailing, you can send tax deductible donations directly to the USISA, Box 209, Newport, Rhode Island 02840. You must specify that the funds be for the Sullivan/Cheney Olympic Sailing Fund.

If you would like to know more about Shawn and Ron's Olympic Campaign, how they got started, what they have learned, etc., feel free to call Shawn at (203) 756-7091. Let's wish them luck in 1984!

---

**BOAT CARRIER**

The SINGLEHAND boat carrier is a small boat cradle that mounts on your car like a car top luggage carrier. The SINGLEHAND enables small boats up to 150 pounds to be loaded and unloaded from the top of your car by one person. A self contained loading ramp and rollers provide easy “ramping” of your boat over the trunk/hood and onto or off the top of your car.

The SINGLEHAND is constructed of heavy duty square aluminum tubing. It comes complete with rubber bearing cups and gutter straps to mount the SINGLEHAND on your car, ramps to secure your boat to the carrier and the car and straps to secure your spars to the side of the carrier.

**SPECIFICATIONS**

- **Overall Length**: 48 inches
- **Overall Width**: (SBC-1, 51 inches), (SBC-2, 48 inches), (SBC-3, 39 to 47 inches, adjustable)
- **Roof Support Width**: 32 inches
- **Cradle Length**: 32 inches
- **Cradle Width**: 32 inches
- **Weight**: 25 pounds
- **Carrying Capacity**: 150 pounds
- **Ramp Length**: Adjustable
- **Price**: $189.95

*Ramps are available in various lengths. Measure the distance “D” of your car as shown below and order the appropriate model number shown at the left.
Mini-America's Cup Team Race — 1983
by Tom Trump

Following the Force 5 Midwinter Regatta at the Miami Yacht Club on March 5 and 6 the club along with the local Force 5 Fleet 50 sponsored a team race between Canadian and French America's Cup 12 meter crews training in Miami and Force 5 sailors participating in the midwinters. The Canadians and French are preparing for the upcoming summer challenge in Newport.

The idea for such a race came about while I was attending the welcoming festivities for the Canadians in February as one of the representatives of the Miami Yacht Club. I had an opportunity to talk with some of the crews and learn of the intensive training programs these sailors go through in preparation for the actual racing. After sampling several of the Canadian boats sponsor's products (Labatts beer) I had an idea that what these guys needed to break up this big boat tedium was a good ride in a planing dinghy. Discussing this later with Jeff Boyd of the Canadian crew, a team race concept developed. Invitations were issued and the participants converged on the Miami Yacht Club on Sunday, March 6 following the last race of the midwinters. Enough boats were left rigged on the yacht club lawn to set up four teams of three boats each: the Canadian Dinghy and Big Boat Team, the French, and the Force 5 All-Stars. The race committee assembled to coordinate the Force 5 Midwinters, graciously assisted in the team race also. These match races were held on a windward-leeward course in front of the club in heavy air of approximately 20 knots and with a temperature of 75°. An ideal day to break up the monotony for these current big boat sailors.

Since I had helped organize this and being that other potential Force 5 volunteers, after two days of hard racing, were somewhat reluctant to go out for more, I jumped in my boat numb enough in body and mind to race again.

A crowd gathered on the club's dock to watch and cheer for their favorites and to cheer the latest death roll. The leeward legs truly resembled graveyards. It was a "crash & burn" spectacle enjoyed by all except perhaps, the owners of the boats involved. Fortunately, no serious damages resulted to any of the boats, however, certainly some appreciation was gained for the somewhat tricky handling of a Force 5 off the wind in a breeze.

First place awarded to the Canadian Dinghy Team.

For the Force 5 All-Stars and the Canadian Dinghy Team the first two matches provided a warm up for the showdown finale. Little did we Force 5 sailors realize that the Canadians were really gunning for us in this last race. I realized this after Canadian, Terry McLaughlin, tacked me up above the line and held me there prior to the start. These guys aren't fooling around, I thought. After the start, Terry and Jeff Boyd covered me and Bob Cullen on starboard tack while Rob Muru and Byron Hicks battled it out on port. Three quarters of the way to the weather pin things looked dim for our team; however, Rob Muru went over when his hiking strap broke (who's boat was that?), but Byron being such a good sport went over the hiking after the start. "In order to maintain his cover," he stated later. The remainder of the race involved us following them with the Canadians claiming 1, 2 and 6 positions and the Force 5'ers taking 3, 4, and 5.

Following the formal races all boats were available to the French and Canadians for impromptu races and they couldn't seem to get enough of this small boat sailing. Eventually, all boats made it to shore with a wet and occasionally exhausted sailor.

At the awards presentation liquid refreshment and trophies were supplied by the Miami Yacht Club and the French treated everyone to what else, French champagne.

The results:

1st Canada Dinghy Team
Jeff Boyd, Terry McLaughlin, and Rob Muru
2nd Force 5 Fleet
Bob Cullen of Connecticut, Byron Hicks of New Jersey and Tom Trump of Miami

3rd Canada Big Boat Team
Tom Corness, Daniel Palardy, and Fred Schueddekoppe
4th French Champagne Team
Alternating members of the France 3 crew

Plaques were presented to the first through third place teams and a case of Strohs Light (Michigan Champagne) was awarded to the French. To sum it up, it was a fun day for all participants and spectators.

1983 Solos

The Force 5 has once again been chosen as one of the three sailboats to be sailed at the North American Inter-class Solo Championship scheduled for May 19-22 at the Barrington Yacht Club in Barrington, Rhode Island.

The event was conceived ten years ago by Leeds Mitchell, Jr. Each year ten of North America's top sailors, from dingy champions to offshore giants are invited to the Barrington Yacht Club to participate in three days of intense racing. Names of previous entrants include Ted Turner, Norm Freedman, Gary Jobson and many more familiar sailing names.

A different sailboat class is raced each day of the three-day competition with two of the boats announced ahead of time and one kept secret until the first day of the regatta.

Eleven brand new Force 5 sailboats will be supplied by AMF Alcott for the event. These specially-priced boats will be on sale following the regatta. For more information, contact Bob Daigle, Inter-yacht, Warwick, Rhode Island, (401) 738-0880.
Removing a Bend in Your Spar

The following is a recommended procedure for removing minor bends in a Sunfish or Minifish spar.

1. Remove the sail from the spars and separate the upper and lower spar. Remove the gooseneck if the lower spar is bent.
2. Locate two trees (or immobile objects) that are the same distance apart as the bend in the spar is from the short end of the spar.
3. Place the bent spar between the two trees with the short end of the spar against one tree and the convex side of the bend on the other tree. Apply pressure gently to the long end of the spar.
4. Check your progress frequently by looking down the length of the spar. Rotate the spar as necessary to acquire the proper correction. A warm climate will aid progress.

Note: If the lower spar has been bent at the gooseneck location, it will be weak at that point despite straightening. Reverse the tack and clew on the spar by drilling a new hole for the tack eyebolt and relocating the mainsheet boom blocks.

force 5 dateline

MAY 21
FORCE 5 MID- ATLANTIC REGIONAL CHAMPIONSHIP, Spruce Run, NJ; Contact Mark Adams, 132 Beekman Road, Summit, NJ 07901 (201) 277-0254.

JUNE 11-12
MOHICAN RENDEZVOUS AND FORCE 5 MIDWEST REGIONAL, Charles Mill Lake, Mifflin, OH; Contact Mike Chambers, Rt. 8 Box 90A, Lexington, OH 44904 (419) 864-2889 or (419) 884-1155.

JUNE 25-26
FORCE 5 MIDWEST REGIONAL CHAMPIONSHIP, Lake Jacomo, Kansas City, MO; Contact Warren Utsler, 15503 East 43rd Terr., Independence, MO 64055 (816) 373-9599.

JULY 2-4
FIRST ANNUAL WESTERN AMF OPEN REGATTA, Chimney Lake, British Columbia; Contact Seafarer Marine Ltd., P.O. Box 4241, Williams Lake, B.C. V2G 2V3.

JULY 16-17
CLEAR LAKE YACHT CLUB REGATTA, Clear Lake, IN; Contact John H. Shoaff, 3901 N. Washington Road, Ft. Wayne, IN 46804 (219) 432-6346.

JULY 17
FORCE 5 SOUTHWEST REGIONAL CHAMPIONSHIP, Galveston Bay, TX; Contact Frank MacNeil, 1300 Bayshore — Mailing P.O. Drawer S, LaPorte, TX 77571 (713) 471-3649.

JULY 29-31
FORCE 5 NORTH AMERICAN CHAMPIONSHIP, Barrington, RI; Contact Ray Medley, 30 Hawthorne Ave., Barrington, RI 02806 (401) 245-7652.
On Winning

There is a theory why more people with sailboats do not race them: People do not want to lose.

First place finishes in sailboat races, with few exceptions, require long, dirty toil in the ranks before accomplishments meet expectations, and (generalization) a sailor is a special type of person, usually a “winner” or at least a “mover and a shaker” in his dry land calling . . . a type hardly satisfied to come in ninth in a field of ten one-designs.

To win, the football coaches tell us, is everything: there is no second place.

It may be a disappointment to come in less than first, but it does not automatically make one a loser, a second class citizen or a subject of scorn. Winning, like most words in the language, has indeed more than one meaning.

It is possible to “win” almost any race you enter whether you are a rookie or a rabbit. With credit for some thoughts to Joe Henderson writing in Runner’s World I submit:

Winning is realizing you have won by getting involved in the sport, entering the race and using your best efforts. You have “beaten” those too lazy to come to the lake or too indifferent to quit cruising around and enter a contest. Losing is not starting, sitting at the dock talking about what might have been or what could have been if the race had been entered.

Winning is to get the best performance possible from your crew and equipment for the day’s conditions.

Losing is blaming failure on the lack of proper sails, sloppy crew work or malice of the wind gods.

Winning is finishing a goal set for yourself. If your project for the day is to come in just ahead of another boat of about equal ability and experience, achieving this can be just as meaningful as any first place finish trophy.

Losing is dropping out because things are not going your way and it’s easier to quit because of some minor inconvenience than accept a finish of less than first place.

Winning is measuring yourself against yourself. Winning is taking pride in, and recognizing improvement in yourself and your crew.

Losing is matching yourself against everyone else entering. This is self-defeating. Like the old West, there will always be a faster gun around the next corner.

Winning is accepting the results as they come, knowing an occasional bad race will happen to everyone. The few bad races are important as contrasts to help you appreciate the good ones.

Losing is cutting someone else down so you can look taller. It is interfering in any way with another sailor’s progress.

Winning is knowing you are only as good as your last race. The thrill of victory is perishable; so you must renew it all the time.

Losing is living in the past. It is trying to restore old glories to the condition they were during their short life.

Above all, “winning” is only available to those who compete; it can only be found on the course . . . never on the sidelines.

Introducing: The Trac 16 Catamaran

A totally new multi-hull sailboat, the TRAC 16, has just been introduced by AMF Alcort Sailboats. TRAC 16 represents the state of the art in catamaran technology. Its computer-aided design is completely new and highly advanced — based on few traditional design approaches. In its design, Alcort engineers sought to eliminate many of the shortcomings inherent in even the most popular existing catamarans. It is lighter, stiffer, more responsive. TRAC 16 has many of the speed and handling traits of the race-proven TRAC 18, as well as the conveniences and subtle sailor-oriented refinements of the TRAC 14.

The 16-footer's symmetrical hulls have less wetted surface for less drag, and no daggerboards, making it easier to beach. The tramp is bigger than most, with plenty of room for the crew to move about. Its single-piece mesh design is tough, and drains instantly.

The dependable Harken mainsheet system, 2:1 jib sheets, and aero-dynamically integrated airfoil mast make TRAC 16 at once one of the most powerful and controllable catamarans on the water. With steering forward of the aft beam, and an adjustable hiking stick, the first seas can be maneuvered, even by the single-hander.

TRAC 16 joins TRAC 14 and TRAC 18 to complete (for the moment) AMF Alcort's fleet of totally new catamarans.

### TRAC 16 SPECIFICATIONS

| LOA | 16'5" |
| LWL | 15'10" |
| Beam | 8' |
| Draft (Average) | 9' |
| Sailing Weight | 335 lbs. |
| Total Sail Area | 193.8 sq. ft. |

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<tr>
<th>TRAC 16 SPECIFICATIONS</th>
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<tr>
<td>Main Mast</td>
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<td>Jib Mast</td>
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<td>Mast Height</td>
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<td>Above Water</td>
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<td>Mast Length</td>
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Whiskey Plank Celebration

Sue Paul reports on a boat building tradition at AMF Alcort.

On October 25, 1982, our Engineering Department at AMF Alcort followed through on a long-standing company tradition. At approximately 11:45 A.M. the "whiskey plank" was nailed in place on the wooden plug of the soon-to-be-introduced TRAC 16 Catamaran. The wooden plug is the first step in making the master mold for the manufacturing process. "Pine wood is used for the plug for a variety of reasons," reports Shawn Sullivan, Project Engineer, "It is easy to sand, easy to shape, and easy to nail into. The wood is quite soft, a good wood to work with." Jack Vilera and Ed Budris of the Engineering Department can attest to that. Together they have spent about 110 hours sanding the plug to perfection.

Steven Nichols, Manager of Engineering, was both initiator and spokesman for the event. The only roadblock Steve encountered was beyond his control. Due to company policy coca-cola had to be substituted for the whiskey. A new tradition was also established by the present engineering staff, with the addition of Oreo cookies to the celebration. Prior to each participant taking their turn in hammering the whiskey plank in place, a swig of Coke was taken. The first nail was hammered in place by Mr. Bill Lacey, President of Alcort. Immediately following was Mr. Barry Connell, Vice-President of Operations. Mr. Bill Lund, in his capacity as Production Manager, also took a turn, as did many other Alcort employees.

The TRAC 16 is the newest addition to the catamaran line at Alcort. Steven Nichols, in consultation with Dave Hubbard, is the designer of the TRAC 16. Look forward to seeing it on the water this summer.

Trac 14 Fleet Promotion

The TRAC 14 Class Association is offering a special promotion for newly-formed TRAC 14 fleets. For $100, you will receive a fleet charter and five TRAC 14 class registrations which include the official sail numbers for your TRAC 14 catamaran, a life-time membership in the TRAC 14 Class Association and a two-year subscription to the official class newsletter, WINDWARD LEG. As a bonus, your fleet will receive five (5) newly-designed TRAC 14 T-shirts. This limited-time offer is good from now through August 31, 1983. For a TRAC 14 fleet charter application, write the TRAC 14 Class Association, P.O. Box 1345, Waterbury, CT 06721.

HOUSTON YACHT CLUB MIDWINTER REGATTA
Seabrook, Texas
February 19-20, 1983
PORTSMOUTH CLASS 12 Boats
1. NACRA 5.5 (18') 2. TRAC 18 - Doug Oraf 3. NACRA 5.5 4. NACRA 5.8
trac dateline

APRIL MHRA SPRING REGATTA, Silver Springs, NV; Contact Mark Harris (702) 747-3600 or Ron Moore (702) 358-7055.
30-MAY 1
30-MAY 1 1
MAY MHRA MULTIHULL MAY-HEM, Princeton Harbor, Half Moon Bay, CA; 14-15 Contact John Penberthy (415) 233-3305 or Jeff Tusing (415) 689-5194.
JUNE LUNATIC FRINGE BINGE II, Lopez Lake, CA; Contact Joe Port- 4-5 hammer (805) 489-2518.
JUNE MHRA GAMBLERS REGATTA, King’s Beach, Lake Tahoe, CA; 11-12 Contact Mark Harris (702) 747-3600 or Ron Moore (702) 358-7055.
JUNE TRAC 14 MIDWEST REGIONAL CHAMPIONSHIP, Lake Jacomo, 25-26 Kansas City, MO; Contact Warren Utsler, 15503 East 43rd Terr., Independence, MO 64005 (816) 373-9599.
JULY FIRST ANNUAL WESTERN AMF OPEN REGATTA, Chimney Lake, 2-4 British Columbia; Contact Seafarer Marine Ltd., P.O. Box 4241, Williams Lake, B.C. V2G 2V3
JULY MONTEREY MULTIHULL CLASSIC, Monterey, CA; Contact Colin 12-17 Filshie, 55 Companion Way, Pacific Grove, CA 93950 (408) 372-4271.
OCT TRAC 14 NORTH AMERICAN CHAMPIONSHIP, Chesapeake Bay, 1-2 Maryland; Contact Dave Winn, 109 Cabbell Drive, Manassas Park, VA 22111 (703) 369-1190 or (202) 692-0975.

Correction

The 1982 Fall/Winter issue of the WINDWARD LEG mistakenly displayed two ads for Trail 'N Sail. Please disregard the ad on page 14. The Trail 'N Sail ad on page 13 of issue #13 as well as their ad on this page contains the correct information. Please accept our sincerest apologies.

MIAMI YACHT CLUB MULTIHULL MIDWINTERS
Miami, Florida
February 5-6, 1983
PORTSMOUTH A CLASS
15 Boats
1. NACRA 5.8
2. TRAC 18
3. NACRA 5.5 (SF)
4. TRAC 18
5. G-10
6. TRAC 18
7. NACRA 5.8
8. TRAC 18
9. NACRA 5.5
10. TRAC 18
11. NACRA 5.5
12. TRAC 18
13. NACRA 5.5
14. TRAC 18
15. NACRA 5.5

THE FLEET IS IN
Gold or Silver antique action sculptures and matching award plates. Wall plaques and practical items $5 - $40. Write or call for brochure.

CLAIRE- 81 Mt. Olive Rd., Budd Lake, NJ 07828-201-691-9038
Regatta Liability Insurance

The United States Yacht Racing Union is currently offering regatta liability insurance to all USYRU member organizations including class associations, yacht clubs and fleets. Many of the AMF Alcort Sailboat Class Associations are members of the USYRU, making them eligible for this insurance.

The basic policy provides $1 million for loss of life and bodily injury with $100,000 for legal fees per occurrence. Two other policies with increased coverage are also available.

The insurance is designed to provide relief from lawsuits which may arise as a result of sponsoring races under the USYRU Rules. The coverage applies only while yachts are on the water. For more information, contact the USYRU, Box 209, Newport, Rhode Island 02840, (401) 849-5200.

classifieds

Sunfish®/Force 5® Wind Indicator

Having problems in light air? The FEATHERMATE can help. Sensitive port/starboard feathers indicate the most subtle shifts. Available at your local AMF Alcort Dealer or send $15.95 ppd. to SEP- CO, 183 Box Mt. Dr., Vernon, Ct. 06066 — specify boat (extra feathers included.)

Continued on page 20

Force 5 Trivia Answer

Where? The Force 5 World Championship, Miami, Florida.
Who? Who knows!

Pewter Pendants

AUTHENTIC REPRODUCTION • CRAFTED IN SOLID PEWTER

SUNFISH WINDFLITE FORCE 5 TRAC 14

JOHN C. WILCOX
BOX 45
BARRINGTON, RI 02806

PENDANTS $9.95

Also available:
Tie Tack • $3.00
Pierced Earrings • $4.00
All Items Post Paid
R.I. Residents Add 6% Tax
TIGA Sailboards  Continued from page 1

Neil Pryde comes through with a battenless multi-colored sail of durable dacron to complete the rig.

AMF Alcort will distribute two models of this sailboard: the TIGA® Allround, designed for the sport or occasional sailor, priced at $749 suggested retail; and the TIGA® Race, a regatta board for the competitive sailor at $995 suggested retail. Both are similarly outfitted and available from AMF Alcort dealers throughout the U.S., its territories and possessions, Bermuda and parts of the Caribbean. In addition, a variety of TIGA accessories and sportswear will be available.

TIGA SPECIFICATIONS

BOARD
Length: 12'9" (3.89m)
Overall Width: 27" (.67m)
Maximum Thickness: 6¼" (.16m)
Weight: 46.3 lbs. (21 kg)
Material: ABS thermoformed, injected with polyurethane

SAILS
Standard: Hawaii 63.5 sq. ft. (5.9m²)
Regatta: IYRU maximum 67.8 sq. ft. (6.3m²)
Junior Tempest: 45.2 sq. ft. (4.2m²)
(all sails have circular window)

DAGGERBOARD
27½" (.7m)

STANDARD MEASUREMENT
IYRU, Division 1

TIGA dateline

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Contact Information</th>
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</thead>
<tbody>
<tr>
<td>JUNE</td>
<td>USBSA NORTHWEST REGIONAL, Corinthian Yacht Club, Seattle, WA; Contact Larry Craig, Lake Union Water Works (206) 632-8401.</td>
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<tr>
<td>JUNE</td>
<td>USBSA WESTERN REGIONALS, San Diego, CA; Contact Tom Driscoll (714) 224-3575.</td>
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<tr>
<td>JUNE</td>
<td>USBSA SOUTHERN CENTRAL REGIONALS, Corpus Christi, TX; Contact Vicki &amp; Bob Harragh (512) 937-2375.</td>
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<tr>
<td>JUNE</td>
<td>USBSA CENTRAL REGIONALS, Milwaukee Community Sailing Center, Milwaukee, WI; Contact Matt Jones (414) 961-1265.</td>
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<tr>
<td>JUNE</td>
<td>4TH ANNUAL HI-HO (HOOK IN AND HOLD ON), St. Thomas, U.S. Virgin Islands; Contact Craig Anderson, Cowpet Bay Beach Hut, St. Thomas U.S.V.I. 00802, (809) 775-3325.</td>
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<tr>
<td>JULY</td>
<td>FIRST ANNUAL WESTERN AMF OPEN REGATTA, Chimney Lake, British Columbia; Contact Seafarer Marine Ltd., P.O. Box 4241, Williams Lake, B.C. V2G 2V3</td>
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<td>AUG.</td>
<td>USBSA OPEN-CLASS NATIONALS. Open sailboards, Long Island, NY; Contact Sue Noyes, P.O. Box 206, Oyster Bay, NY 11771, (516) 628-1556.</td>
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<tr>
<td>SEPT.</td>
<td>USBSA OPEN-CLASS NORTH AMERICANS, Chicago, IL; Contact Sue Noyes, P.O. Box 206, Oyster Bay, NY 11771, (516) 628-1556.</td>
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LAUNCHER or MAST-CADDIE®
Easily transport your boat, mast and boom with these convenient carrier systems that are designed exclusively for your sailboat.

BOW MAST-CADDIE
WITH DAGGER BOARD INSERT

SAILBOAT LAUNCHER
is like a second pair of hands!

No Modifications or Fittings Attached to Sailboat
No Modifications or Fittings Attached to Boom

STERN MAST-CADDIE

LAUNCHER EASILY keeps your trailer lights and wheel bearings from entering salt water.
- Impervious to the elements
- Main unit is injection-molded polypropylene
- Accommodates up to 6 masts and booms.
- Mast-Cadde fits sizes of mast up to 3" dia.
- Car-Top On & Off by Yourself with Little Launcher

ONE YEAR LIMITED WARRANTY AND MAY OBTAIN A REFUND WITHIN 15 DAYS OF PURCHASE.

TRAC 14 MAST CADDIE®

BOOM HOLDER MAST-CADDIE

STERN TRAC 14 MAST-CADDIE SET

CAR-TOP APPLICATION

CAR-TOP APPLICATION

ORDER NOW AND START LAUNCHING THE EASY WAY!

FOR SALE
Harken fittings, spectrum sail w/ window, inspection ports, 1982 World Championship boat. $1700 or best offer. Contact Derrick Fries, 3790 Covert, Pontiac, MI 48054, (313) 673-5537(h), (313) 642-2824(w).

1981 FORCE 5 — Ivory hull & deck, Harken fittings, spectrum sail w/ window, inspection ports, 1982 World Championship boat. $1700 or best offer. Contact Derrick Fries, 3790 Covert, Pontiac, MI 48054, (313) 673-5537(h), (313) 642-2824(w).

FOR SALE — Double-level Moody trailer customized for 2 Sunfish. Excellent condition. Contact Art Brown, 18 Ledgewood Drive, Farmington, CT 06032, (203) 673-5148.

1980 NACRA 5.2, race-equipped, excellent condition, contact Customer Service (203) 756-7091.


USED SAILS — We have a number of used sails for Sunfish, Force 5, Windflite, Trac 14, Apollo, Sailfish, PY23, etc. available at prices depending on condition, substantial savings over replacement cost. Call customer Service at (203) 756-7091 for availability.

ATTENTION SMALL BOAT SAILORS. TIRED OF SORE HANDS AND BLUE FINGERS? SAILMATE WILL HOLD THE SHEET EASILY AND COMFORTABLY. ALLOWS FOR QUICK RELEASE. FITS ANY HAND. ACCOMMODATES SHEETS UP TO ¾ INCH. SEND $6.95 PLUS $1.00 HANDLING (CONNECTICUT RESIDENTS ADD .52 SALES TAX) TO SAILMATE, P.O. BOX 352, REDDING, CONNECTICUT 06876.

SAILING INSTRUCTOR NEEDED — Tomlinson Marine of Eagle River, Wisconsin is looking for a part-time instructor to teach sailing on Sunfish, Apollos, sailboards, etc. for a couple days per week this summer. Contact them at (715) 479-4471.