HABERLAND REPEATS AS WOMEN'S NORTH AMERICAN CHAMPION

Though she didn't win a race until the fifth, Nancy Haberland of San Francisco, California, came on strong and consistent to take the 1986 Sunfish Women's North American Championship held in Miami, Florida, November 1-2, 1986. Nancy also received the distance prize for travelling the farthest. Jean Bergman of Hubbard Woods, Illinois, hung in there consistently to take second. The surprise of the regatta was Jeanne Boone of West Palm Beach, Florida, who was the only competitor to win more than one race and finished 3rd overall in spite of stepping into a Sunfish after not racing for many years. Lois Blodgett of Boca Raton, Florida, always up there in the top, held on to fourth after doing more than her share of mark re-roundings and 720's. Rounding out the top five was Posy Seifert of Summit, New Jersey, who led the entire last race only to be beaten at the line by Jeanne Boone. The top two competitors have qualified to compete in the 1987 Sunfish Worlds in Aruba.

Winning the "B" Division was Jan Wetmore of Miami, Florida, followed by Alice Hummel, also of Miami. The sister team of Posy and Abi Seifert were notable for finishing 5th and 9th, respectively. Mother/daughter team Peggy Seeley and Jeanne Boone did well, too, with 12th and 3rd, respectively.

Competitors were surprised and somewhat overwhelmed when the 440-foot luxury cruise liner "Windstar" arrived in Miami the first day of the regatta. The "Windstar" is especially notable for its four masts, which carry 21,500 square feet of self-furling, computer-trimmed sail, capable of propelling the ship at 16 knots!

The regatta, superbly run by the Miami Yacht Club and Race Chairman Mike Catalano, attracted 17 sailors from 6 states and the U.S. Virgin Islands. It was sailed in beautiful, sunny, warm Florida weather, which was especially appreciated by visiting northerners. The first race saw the heaviest winds at about 14 mph, diminishing from there so that the majority of the series was sailed in light to very light air.

The site for next year's Women's North American Championship has not yet been selected. Interested clubs should contact Regatta Committee Chairman Bob Heckman, 52 Nuthatch Knob, Glastonbury, CT, 06033.

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WOMEN'S NORTH AMERICAN CHAMPIONSHIP
Miami, FL
November 1-2, 1986
17 boats

<table>
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<td>6. Gail Heusler</td>
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Cruise ship "Windstar." Photo provided by Hill and Knowlton.
HIKING STRAP AND TILLER EXTENSION IDEAS

by Paul Odegard

For the do-it-yourselfer, an economical tiller extension can be fabricated from golf club shafts, ski poles, or even hockey sticks. If you want to go first class there are several good hiking sticks on the market, including convenient telescoping models with nice grips.

The new hiking strap rule is "loose" enough to permit experimenting and later modification if more workable solutions surface. Class members are encouraged to comment on the design configurations shown. Send us your ideas and your comments after you have tested them out. We'll print selected comments and ideas in future issues.

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windward leg

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International Sunfish Class Association
3008 Millwood Avenue
Columbia, SC 29205

Force 5 Class Association
c/o Lee Parks
1413 Capella South
Goat Island
Newport, RI 02840

Articles of interest, photos and all regatta results are welcomed. In results include in finish order: name, hometown, race-by-race finishes, final score and a wrap-up including weather conditions. Send directly to:

Gail M. Turluck, Editor
Windward Leg
924 Congress Street
Ypsilanti, MI 48197
ISCA World Council and Advisory Council Update

The 1986-87 ISCA World and Advisory Council membership lists were published in the last issue of Windward Leg. Please make the following changes to those lists.

Advisory Council: Replace Shapoor Guzder (Canada) with Aarne Hannikainen (Canada), P.O. Box 146, Haileysbury, Ontario, P.O. J1KO, Canada; Add Shawn Sullivan (Aicort Sailboats, Inc.), P.O. Box 1345, Waterbury, CT, 06725.

World Council: Add Gordon Geick (U.S.), 15 Birch Knoll Road, Collinsville, CT, 06022; Add Shawn Sullivan (Aicort Sailboats, Inc.), P.O. Box 1345, Waterbury, CT, 06725.

IYRU APPROVES BY-LAW CHANGES

In November 1986 the International Yacht Racing Union (IYRU) approved changes to the International Sunfish Class Association (ISCA) By-laws noted in the ISCA Advisory Council Report on page 3 of the Fall/Winter 1986-87 issue of the Windward Leg. These changes are now in effect. They involve hiking straps, tiller extensions and daggerboard retaining devices.

New Date Set for 1987 Worlds in Aruba

Negotiations are in process between Ernie Kervel, Aicort Sailboats and ISCA for the 18th Sunfish World Championships to be held in Aruba, Netherlands Antilles. A new date from that announced in previous issues for the event (as of press time) is September 27 through October 4, 1987. The regatta site and accommodations will be the Golden Tulip Aruba Caribbean Hotel. A package will be offered to participants at a very reasonable rate of $55 per person including breakfast, dinner, tax and tip. Invitations will go out as soon as negotiations are finalized — start doing your push-ups and sit-ups to get in shape for the Aruba trade winds!
MINUTES OF THE
WORLD COUNCIL MEETING
Barrington, Rhode Island, USA
June 8, 1986

Present:
Don Bergman (US), David Frith (Bermuda), Ernst Kervel, Sr. (Aruba), Donnie Martinborough (Bahamas), Paul Odegard (US), Alex Roose (Curacoa), James Stewart (Bermuda), Shawn Sullivan (Alcort), Lee Parks (Executive Secretary).

Absent:
Jorge Barreda (Peru), Aarne Hannikainen (Canada), Stani Henningsen (Denmark), Ringo Li (Hong Kong), Claude Vatran (Martinique), Jan Walig (Holland).

1. Advisory Council Report — All rule changes recommended by the Advisory Council were approved.

2. The following people were elected to the ISCA Advisory Council:
   - Gordon Geick (U.S.) — Chairman
   - David Frith (Bermuda)
   - Ernst Kervel, Sr. (Aruba)
   - Stani Henningsen (Denmark)
   - Wai Nin William Li (Hong Kong)
   - Henk Nauta (Holland)
   - Jorge Barreda (Peru)
   - Paul Odegard (U.S.)
   - Alex Roose (Curacoa)
   - Shapoor Guzder (Canada)

   *Mr. Guzder has moved from Canada since the June election and can no longer represent Canada on the Advisory Council.

3. Constitution Changes — A change to 4.2 was not approved.

4. A new system for collecting class dues within each National Sunfish Class Association (NSCA) was approved. This will allow each association to set and collect dues within their own country. A fee of $5.00 (U.S.) must be paid to ISCA for each member. A letter explaining the details will be mailed to all NSCA's.

5. Class Notice Changes
   a. U.S. qualification for the World Championship was increased from 25 to 34 sailors. Qualification procedure to be determined by USSCA.
   b. The North American, South American and European Champions for the three years previous to the World Championship will qualify for the World Championship in addition to the present qualifiers. Alternates will not be selected should these Champions not attend.
   c. Alternates will be offered as an accessory.

6. The following people were elected World Council officers to serve for two years, 1986 to 1988:
   - Paul Odegard — President
   - Alex Roose — Vice President

7. Paul Odegard and Ernst Kervel were appointed to the Constitution and By-Law Committee (review/update).

Respectfully submitted,
Lee Parks, Executive Secretary

ISCA ADVISORY COUNCIL REPORT

The good news is the new "Alcort Sailboats, Inc." Decisions affecting production and sales are now in the hands of two gentlemen, Shawn Sullivan and John Kunkel. Shawn Sullivan is in charge of production and is an active one-design sailor. John Kunkel has been with Alcort 10 years and is in charge of sales. Both men have advised that the success of the Sunfish Racing Class is important to Alcort Sailboats, have demonstrated that interest and have been very receptive to changes and ideas proposed by class officers during meetings held in 1986.

Our goal is to have new "out of the box" Sunfish as competitive as the better boats racing today that have received hours of love and care from their skippers. The two items most critical in this approach are sails and daggerboards.

Class officers have again expressed to Alcort the opinion that there has been an unacceptable variation in sail and daggerboard shape and performance to meet the uniform "out of the box" goal in boat competitiveness. Alcort has taken our position to the sail manufacturer for resolution.

Alcort feels that for cost reasons the "out of the box" daggerboard ("Barrington" style) must remain the current production wooden board. However, Alcort is developing a plastic board that will be offered as an accessory. This board will also be the "Barrington" shape, have an elliptical leading edge, tapered trailing edge, and be made to maximum dimension standards. Cost now is estimated at $100–150. With a new optimum plastic board available, Advisory Board and World Council members have been polled to rescind the vote at the 1986 Worlds to make the current "Barrington" wooden board the only legal board in 1988. An optimum plastic rudder will also be offered.

One last item, a "go fast" racing kit of cleats, low stretch outhaul lines, blocks, etc., was priced by Alcort an accessory and deemed to be too expensive. It could be offered for sale by someone else.

"ADMIRAL AL" PUTS US ON COMPUTER

"Admiral Al" Barsa, a one-time Sunfish dealer and long-time Sunfish enthusiast, has taken the computer records of the Sunfish Class, which used to be at the AMF Hatteras plant, and translated them into IBM-PC-ese so that our service bureau in South Carolina can massage the information, send out dues notices and Windward Legs, and otherwise maintain and use our records. He has done this without cost to the class, and we are most grateful. Attaboy, Al!

Membership Committee Report

More good news — it will cost less to be a member of ISCA in 1987. The total fee for new registration, including the first year's dues and a set of sail numbers, has been CUT IN HALF: from $30 to $15, and the fee for annual membership renewal has also been cut in half, from $20 to $10. Sail numbers remain at $5. These reductions are made possible thanks to the pledged financial support of Alcort Sailboats, Inc. New registration and membership forms will be printed and distributed soon. In the meantime, anyone who is ready can join by sending a check to International Sunfish Class Association, 3008 Millwood Ave., Columbia, SC, 29205.

Al Barsa has produced a list of over 10,000 Sunfish owners who have registered their boats. However, only a percentage of these people are now ISCA members. The remaining will be contacted by mail and urged to join. At the same time, we will request information on their current Sunfish status for follow-up by local representatives and for updating Class records. Since these sailors have already registered their boats, they can join ISCA for $10.

Many Sunfish sailors who attend unsanctioned regattas are not ISCA members. As an incentive for them to join, regatta organizers are urged to set a higher regatta entry fee for non-members than for members (i.e., a discount for ISCA members).

— Larry Cochran

We are encouraged — hope you are. Now is the time to act. Contact any class officer with your ideas of what the International Sunfish Class Association or United States Sunfish Class Association should be exploring. Let us hear from you.

Gordon Geick
ISCA Advisory Council Chairman
GETTING BACK TO BASICS AT ALCORT SAILBOATS, INC.

On Saint Valentine's Day, 1986, David R. Loveless and Jerry L. DeGarmo ended their quest for the "true love boat." February 14 marked the day when they finalized the purchase of Alcort Sailboats, Inc. of Waterbury, Connecticut, the manufacturers of the Sunfish, the world's most popular small sailboat.

Founded in 1947, Alcort was sold by the original owners, Alexander Bryan and Cortlandt Heyniger, to AMF (American Machine and Foundry Co.) in 1969. In mid-1985, financier Irwin Jacobs of Minstar Corporation of Minneapolis staged a successful takeover of AMF and shortly thereafter decided to sell off Alcort along with a handful of former AMF divisions.

"We'd approached AMF with the possibility of buying Alcort in the past," said Loveless, "because we thought it would be an interesting fit. But, we'd been turned down." At the time, Loveless was president of Boston Whaler Company, a power boat manufacturer, which he left in 1982 after building it up from $5 million to $25 million in slightly less than 10 years. His current partner, DeGarmo, was financial officer for CML Group, the parent company of Boston Whaler.

"When we discovered that Alcort was up for sale," continued Loveless, "it took us only a matter of minutes to decide to buy." Internal management attempted a takeover, and an employee stock ownership plan failed before negotiations were finalized.

In less than six months, Alcort Sailboats, Inc. was down to fighting weight. The product line now includes Sunfish, Puffer, Zuma, Force 5 sailboats and the TRAC 16 catamaran.

"The first two months were focused on reassuring the dealer network that the company was planning to stay in business. "The days of dial-a-deal are over. We now publish a price list, and we don't negotiate," said Loveless. "There's simply no credibility with fluctuating discounts, and it's important to establish price in order to regain credibility."

In the first six months, the new owners negotiated a union contract, reassured the dealer network, increased sales, rid themselves of assets that were unnecessary for the new image, and showed the first profit in a number of years. "April, 1986, was the turning point," said DeGarmo, "When we made a little money instead of losing money."

The company can theoretically produce up to 17,000 units per year, although production has never surpassed 10,000. "We're not really aiming for volume," said Loveless. "Rather, we'd like to trim production costs and get smart about manufacturing. We've got a well-equipped plant and a super group of people, so it should be relatively simple."

Other changes initiated by the new owners include the opening of a warehouse in Florida; establishing an international distribution system with Brunger Export of Miami, with which to serve dealers worldwide; and new freight negotiations. "There's nothing worse than telling a dealer he can't have product or replacement pieces when he needs them," said Loveless. "We're trying to give them shorter turnaround and prove that it can be done."

The largest fleet in the world is the Sunfish, with over 230,000 units worldwide. Other than continuing to build great sailboats, Loveless and DeGarmo are having fun putting Alcort back "on tack." "Jerry and I expect to put something together of substantial size by adding companies to Alcort that are non-competing," said Loveless. "When that's in place, and it could take years, then perhaps we might even consider going public — but, let me repeat, not until we've built a group of related but non-competing companies."

— Excerpted from Metro Hartford Business
**Sports Psychology**

*By David S. Olsen, M.D.*

This article was reprinted, with permission, from the Sarasota Sailing Squadron newsletter, The Burgee.

Last month we began taking a look at the development of a mental fitness program for sailing — a means of stepping outside yourself, of analyzing your intellectual and emotional performance during a race. The objective, self-coaching method helps you recognize weaknesses and find ways of eliminating them.

The first difficulty in dealing with negative, performance killing mental attitudes is being able to recognize them. These attitudes depress your performance — the harder you try the worse you do and the more frustrated you get. The problem is not the cause of the anger but the anger itself. It's said that once you recognize anger you can look at it as a thing and throw it over the side. By achieving some detachment the anger will be less destructive and proper racing equilibrium is restored.

In an attempt to attain mental fitness there are certain psychological barriers to winning that we should recognize. There is a hierarchy, or pecking order that develops in a fleet which has a much greater effect on actual results than you might suspect. In the Laser Master Worlds I was in the top 10 or 15 finishers in the first three races. On the last weather leg of each of those races I lost between two and seven places. I really think that what pulled me back was the belief that I just shouldn't have been up there and that affected the way I sailed those final beats. When I mentioned this to Dick Tillman, he seemed to understand and said that it takes awhile to get used to sailing in front of some of those guys.

Surprisingly, a barrier to winning is sometimes the will to win itself. There are two sides: the ego side — a desire to prove yourself better than everyone else; and the perfection side — wanting to race the perfect race. The key word here becomes motivation — whatever it is that encourages your will to win. Sometimes you may have found that performance becomes worse with increased motivation — too much emphasis on the ego or perfection damages your chances for success.

Psychologists have studied this phenomenon and have found it is two-fold. The first part says that performance improves with increased motivation, but only up to a certain point; then greater motivation actually diminishes performance. The second part is that optimum motivation is not fixed for an individual but varies according to the difficulty of the skill. The higher the level of skill, the lower the optimum level of motivation. Running and swimming need high motivation while sailing is a low motivation sport because of its high level of skill. What happens when you bolster your ego desire to win is that at the same time you are building up your potential fear of losing. It is this fear which really upsets the subconscious applecart when things start to go wrong. And if things start to go wrong at the start of a race, there's a good chance the race is lost at that point. Building up motivation based on fear or anger is a very negative approach that cannot be recommended.

Instead of emphasizing the rewards and making that your motivating force, your will to win can be strengthened at the deeper level through that desire to find perfection. The shift should be from the winning to the perfecting of techniques and skills. Ego desire can then be used positively to build up such sailing skill that considerable improvement and winning become inevitable. You can use that healthy desire to win to open up greater perfection in yourself through the way you sail.

Changing mental conditioning by repeated use of rational analysis alone is a long-term business and you might feel you are fighting a losing battle. The East Germans, Russians, and Japanese use autogenic training, which is one way of willing the mind powerfully to work more as you want it to work. It's a form of self-hypnosis but where the brain waves become active instead of depressed. Assertion, imagination and concentration are used to produce the desired change in mental attitude or physiological response but primarily autogenics is a form of self-programming so that the mind and body will behave more as you want them to and less as they do. Meditation is another technique which is being successfully tried.

There are many ways a helmsman can use the period before a race for getting his mind into the ideal state for competing.

1. Be aware that state of mind is important. Do those things before the race that prove to put you in a good frame of mind. It may make a greater difference to some people, for example, whether they drive to a championship regatta alone or with others.
2. Use the time of waking up to start the day well. Wake up slowly and happy. Bring positive thoughts. Relax the body and do some stretching exercises. A short run might be helpful.
3. Think positively about the coming race. Maybe on this day your best isn't good enough to enable you to win. That doesn't matter; just as long as it's your best.
4. Do not dwell on past failures.

Continued next page...
Sports Psychology, continued . . .

5. Get to the yacht basin with time to spare.
6. Do some mental rehearsal. In other sports, this is a normal part of preparation for top level competition.
7. Make sure there is nothing to upset your sailing. Read the sailing instructions. The boat is ready.
8. Remember the feeling you had before successful races.
9. Don't indulge in superstitions and rituals of rigging the boat.
10. Eat sensibly. A good breakfast and adequate fluids during the race are essential.
11. Don't get drunk.
12. Try to sleep well, but don't use sleeping pills.
13. Don't get too excited about winning one race, it's only one of a series.
14. Don't let the press affect you. It seems when the press picks out the favorites for an upcoming race, it is the kiss of death to those competitors.
15. Enjoy the social side.
16. And, probably the most important, you shouldn't take all this too seriously!

David Olsen is a physician and one-design sailor from Sarasota, Florida.

sunfish dateline

April 26–May 2: BERMUDA RACE WEEK — Harrington Sound S&G Club, Flatts, Bermuda; David Frith, P.O. Box 31, St. Georges, Bermuda, (809) 297-1805.
May 30–31: CONNECTICUT RIVER CLASSIC — Hartford to Essex, with overnight camp at Hud State Park in East Hampton, CT; Will White, 69 Waterside Lane, West Hartford, CT 06107, (203) 728-0000 (days), (203) 521-8469 (eves).
June 13–14: NEW ENGLAND REGIONAL CHAMPIONSHIP — Barrington Yacht Club, Barrington, Rhode Island; Peter Brewester, Barton Ave., Barrington, RI, 02806, (401) 245-0300 (office).
July 18–19: MIDWEST REGIONAL CHAMPIONSHIP — Glen Lake Yacht Club, Glen Arbor, Michigan; Don Matschke, 335 East 7th, Hinsdale, IL, 60521, (312) 325-2239.
July 25–26: SUPER SAIL — Winnetka Yacht Club, Winnetka, IL; Chris Brown, Mike Lane, 830 Tower Road, Winnetka, IL, 60093, (312) 446-2006.
August 8–9: MIDWEST REGIONAL CHAMPIONSHIP — Ephraim, Wisconsin; Larry Lewis, 988 Elm St. Winnetka, IL, 60093, (312) 441-6064.
October 3–4: SOUTHWEST REGIONAL CHAMPIONSHIP — Houston Yacht Club, LaPorte, Texas; John Focke, 2113 Brun, Houston, TX, 77019, (713) 528-6888.
September 27–October 4: WORLD CHAMPIONSHIP — Aruba, Netherlands Antilles; Ernst Kevel, Sr., Beatrixstraat 29, Oranjestad, Aruba, 22690 (office).
Dec. 5–6: SOUTHEAST REGIONAL CHAMPIONSHIP — Orlando Yacht Club, Lake Monroe, Sanford, Florida.

Ray Dasch of Whiting, NJ, has volunteered to help Regatta Chairman Bob Heckman to increase the number of Senior Olympic and Masters regattas. Ray has set his sights on finding sites for Inter-American and international Senior Olympic regattas, and on organizing a Masters series for more serious racing. Masters and Senior Olympians are over forty, and compete in 5-year age groups up to 75. Over 75 is unlimited, although no centenarians have showed up yet. If you want to get involved, and especially if you can sponsor a regatta, write to Ray Dasch, 164 Columbus Avenue, Whiting, NJ 08759.
CHARLESTON MEMORIES

by Paul Odegard

For those planning to attend the North Americans at Charleston, South Carolina, in June who did not compete in 1981, the following notes are offered from an alumnus (read N.A. Champion — Ed.):

Climatic Conditions: NOAA historical data indicates that local temperatures for late June will be warm (75°-90°F); however, somewhat cooler than we all experienced back in August of 1981. For these temperatures skippers should plan on keeping well "lubricated" both before and during racing (water bottle/Gatorade, etc.) to avoid dehydration and also protect against sunburn/heat prostration (grease-up; wear a hat; light, airy clothing, etc.). Needless to say, air-conditioned accommodations are a necessity if you plan to get any sleep. Referring to the NOAA wind observations at 3 hour intervals for late June (Table 1), we can expect winds to be moderate (10-15 mph) and typically out of the south to southwest. During racing hours shown in the table, the winds first veer as the velocity increases followed by a back in the late afternoon. For the wind student, climatological data is available for any location in the world. Write to: NOAA, National Climatic Data Center, Asheville, NC, 28801-2696.

Current: Any lake sailors planning to attend the NA’s had better read up on current management due to the high (up to 2.5 knots) currents to be expected in the Charleston Harbor due to the merging of 2 rivers with the sea. Back in '81 I had fun trying to anchor against the current on the light air days. I didn't have too much luck, but you may want to come prepared. A typical current chart is shown in Figure 1. A complete set of tidal current charts is available for about $5.00 by writing J. J. Luden & Co. (Marine Supplies), Concord at Charlotte Street, Charleston, SC, 29403. One tip to remember — if you see what looks like a whirlpool ahead, avoid it at all costs or get ready for a few 720° turns.

Hazards: On the water, avoid the occasional giant sea turtles and porpoises. On the beach always wear foot protection to avoid a nasty infection from shell cuts. Charleston is a challenging race site, the southern hospitality is outstanding, and the crabs and shrimp (just remember to remove the shells) are plentiful. Hope to see YOU on the starting line!

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Observations at three hour intervals, Charleston, South Carolina, June 29, 1986.

Figure 1: Two hours after maximum ebb at Charleston Harbor entrance.
DOUBLES RACING IS BACK!!

by Paul Odegard

As you may have noticed in the Regatta Schedule, Sunfish Doubles racing is back for 1987!! Two regattas have already been scheduled, including reactivating the Doubles National Championship for which Alcort Sailboats, Inc. is providing a new perpetual trophy! Mark the following dates on your racing calendar: June 6, 1987, Doubles Regatta at Bolton Lake, and June 20–21, 1987, Doubles National Championship in New Jersey. Start lining up a crew: the paperboy, your son, daughter, wife, lover, mother-in-law, whomever, but don't miss these FUN events. Now you can blame someone else for your poor helmsmanship; take out your frustrations by abusing (!) your crew. The purpose of these events is to Double Your Fun—Double Your Pleasure. Be There!

Action seen from the committee boat during one of the four races sailed at the New Jersey Senior Olympic Sunfish Regatta, held August 16, 1986 at the Brigantine YC, Brigantine, NJ. Photo by Loretta Rosza.

SALES • RENTALS • PARTS • ACCESSORIES • REPAIRS

Thule Racks: Carry canoes, boats, sailboards, bikes, skis, etc. For cars with raingutters 50" $59.00, 58" $64.00, 65" $70.00; gutterless, $90.00 to $105.00 (state year and model car).

• THULE RACKS
• SANDMASTER DOLLY $139.00
• Fits Zuma, Sunfish, Phantom, Force 5,
• Laser, Laser II, Holder 12
• Anodized Aluminum Frame
• SS Hardware

Sunfish cover $155.00
Force 5 cover $155.00
spar bag $42.50

PARTS — SHIPPED ANYWHERE
— WE STOCK THEM ALL
SEND FOR OUR PARTS LOCATOR & PRICE LIST

180 West Main Street • Clinton, CT 06413  203/669-8065
SOUTHWEST REGIONAL CHAMPIONSHIP
Southern Yacht Club, New Orleans, LA
May 24–25, 1986 23 boats

<table>
<thead>
<tr>
<th>Finish</th>
<th>Name</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Joe Bloun</td>
<td>4.25</td>
</tr>
<tr>
<td>2</td>
<td>New Orleans, LA</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Kelly Williams</td>
<td>9.75</td>
</tr>
<tr>
<td>4</td>
<td>Pete Meredith</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Ashley Beatty</td>
<td>18</td>
</tr>
<tr>
<td>6</td>
<td>Seabrook, TX</td>
<td>19</td>
</tr>
<tr>
<td>7</td>
<td>Bobby Deen</td>
<td>26</td>
</tr>
<tr>
<td>8</td>
<td>Matt Romberg</td>
<td>28</td>
</tr>
<tr>
<td>9</td>
<td>Brien Bobbitt</td>
<td>32</td>
</tr>
<tr>
<td>10</td>
<td>Hometown, TX</td>
<td>33</td>
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CHAMPIONSHIP
Lake Harriet, Minneapolis, MN
July 24-25, 1986 34 boats

<table>
<thead>
<tr>
<th>Finish</th>
<th>Name</th>
<th>Total Points</th>
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<tbody>
<tr>
<td>1</td>
<td>Steve Schomberg</td>
<td>1-1-2-1-2</td>
</tr>
<tr>
<td>2</td>
<td>LaPorte, TX</td>
<td>9-3-2-1-6</td>
</tr>
<tr>
<td>3</td>
<td>New Orleans, LA</td>
<td>3-5-17-6-2</td>
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<tr>
<td>4</td>
<td>Beatty, MN</td>
<td>7-9-6-3-3</td>
</tr>
<tr>
<td>5</td>
<td>Seabrook, TX</td>
<td>6-4-8-4-5</td>
</tr>
<tr>
<td>6</td>
<td>Fergo, MN</td>
<td>9-10-6-7-4</td>
</tr>
<tr>
<td>7</td>
<td>Austin, TX</td>
<td>11-7-3-10-7</td>
</tr>
<tr>
<td>8</td>
<td>Christmas, TX</td>
<td>12-11-4-8-9</td>
</tr>
<tr>
<td>9</td>
<td>Rocky Bay, TX</td>
<td>12-6-12-5-10</td>
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</table>

NEW JERSEY SENIOR OLYMPIC REGATTAFrigantine Yacht Club, Frigantine, NJ
August 16, 1986 34 boats

<table>
<thead>
<tr>
<th>Finish</th>
<th>Name</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Jack Whitelaw</td>
<td>1-(2)-1-1</td>
</tr>
<tr>
<td>2</td>
<td>Union, NJ</td>
<td>3-2-2-2</td>
</tr>
<tr>
<td>3</td>
<td>Mark Herrmann</td>
<td>2-3-(3)-3</td>
</tr>
<tr>
<td>4</td>
<td>Bala Cynwyd, PA</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Francisco Bay</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Morganville, NJ</td>
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AGE GROUP 40-44

<table>
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<tr>
<th>Finish</th>
<th>Name</th>
<th>Total Points</th>
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<tr>
<td>1</td>
<td>Gene Raffensperger</td>
<td>3-2-1-2</td>
</tr>
<tr>
<td>2</td>
<td>Cooper, NJ</td>
<td>1-3-3-1</td>
</tr>
<tr>
<td>3</td>
<td>Wolf, NJ</td>
<td>2-2-2-2</td>
</tr>
<tr>
<td>4</td>
<td>P.A. &quot;Palm&quot; Littleton</td>
<td>3-2-3-2</td>
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AGE GROUP 55-59

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<th>Finish</th>
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<tr>
<td>1</td>
<td>Jim Stansfield</td>
<td>1-(2)-1-1</td>
</tr>
<tr>
<td>2</td>
<td>Mountain, NJ</td>
<td>2-3-1-3</td>
</tr>
<tr>
<td>3</td>
<td>Madison, CT</td>
<td>3-1-3-2</td>
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COLORADO STATE CHAMPIONSHIP
Lake Woodmoor, CO
August 24, 1986 16 boats

<table>
<thead>
<tr>
<th>Finish</th>
<th>Name</th>
<th>Total Points</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Frank Bauer</td>
<td>1-2-2-2-6-2</td>
</tr>
<tr>
<td>2</td>
<td>Scott Greenbaum</td>
<td>5-1-1-1-3-6</td>
</tr>
<tr>
<td>3</td>
<td>Mark May</td>
<td>3-2-4-6-1-1</td>
</tr>
<tr>
<td>4</td>
<td>Gordon Geick</td>
<td>2-4-3-7-2-5</td>
</tr>
<tr>
<td>5</td>
<td>Bill Morrison</td>
<td>4-9-10-5-8-3</td>
</tr>
<tr>
<td>6</td>
<td>Steve Langford</td>
<td>8-3-12-4-7-9</td>
</tr>
</tbody>
</table>

CONNECTICUT GOVERNOR’S TROPHY REGATTA
Bantam Lake Yacht Club, Morris, CT
September 6, 1986 15 boats

<table>
<thead>
<tr>
<th>Finish</th>
<th>Name</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Frank Blesso, Jr.</td>
<td>10-8-5-8-12-14</td>
</tr>
</tbody>
</table>

POCONO REGIONAL CHAMPIONSHIP
Lake Wallenpaupack, PA
September 27, 1986 15 boats

<table>
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<tr>
<th>Finish</th>
<th>Name</th>
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<tbody>
<tr>
<td>1</td>
<td>John Rowley</td>
<td>1-1-1-1-1-1</td>
</tr>
<tr>
<td>2</td>
<td>Bill Stansfield</td>
<td>2-2-2-2</td>
</tr>
</tbody>
</table>

The New Jersey Senior Olympics comprised seven 5-year age groups racing on the same course concurrently. Good sportsmanship, light to moderate shifty winds, a well-organized race committee (headed by Frigate YCS’s Tom Donahue), and lots of support from BYC members contributed to an enjoyable event. (See photos on page 9.)

WESTERN REGIONAL CHAMPIONSHIP
Diablo Sailing Club, CA
September 13–14, 1986 6 boats

<table>
<thead>
<tr>
<th>Finish</th>
<th>Name</th>
<th>Total Points</th>
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<tbody>
<tr>
<td>1</td>
<td>Nancy Haberfield</td>
<td>1-1-1-1-1-2</td>
</tr>
<tr>
<td>2</td>
<td>Charlie Berry</td>
<td>3-3-2-3-2</td>
</tr>
<tr>
<td>3</td>
<td>Bob Cronin</td>
<td>2-4-4-2-3-3</td>
</tr>
<tr>
<td>4</td>
<td>DelWitt Thompson</td>
<td>4-3-4-6-4-6</td>
</tr>
<tr>
<td>5</td>
<td>Roy Jordan</td>
<td>5-5-6-6-4-4</td>
</tr>
</tbody>
</table>

This event was sailed in heavy airs of 12–20 with higher gusts.
SOUTHWEST REGIONAL CHAMPIONSHIP
Houston, TX
September 27–28, 1986
37 boats

<table>
<thead>
<tr>
<th></th>
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<th>Total Points</th>
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<tbody>
<tr>
<td>1.</td>
<td>Joe Bouin (N.O.)</td>
<td>7.25</td>
</tr>
</tbody>
</table>
| 2.    | Marcus Maher (Laporte, TX)      | 3-3-1-2      | 5.75
| 3.    | Matt Romberg (Austin, TX)       | (11)-4-3-4   | 11
| 4.    | Bobby Deden (Houston, TX)       | 4-(1)-6-5    | 15
| 5.    | John Foote, Jr. (Houston, TX)   | (DSQ)-2-5-9  | 16
| 6.    | Ashley Beatty (Seabrook, TX)    | (DNS)-13-4-1 | 17.75
| 7.    | David Bouin (New Orleans, LA)   | 6-5-(11)-8   | 19
| 8.    | Malcolm Jones (Seabrook, TX)    | 1-12-8-(DSQ) | 20.75
| 9.    | Per Huffeldt (Houston, TX)      | (12)-8-7-7   | 22
| 10.   | Peter Hansen (Houston, TX)      | 5-9-10-(14)  | 24
| 11.   | Bryan Calik (Hometown not available) | 3-1-1     | 4.50
| 12.   | Will Stout (Houston, TX)        | 1-2-3        | 5.75
| 13.   | Chad Demarest (Seabrook, CT)    | 2-3-2        | 7

The event was sailed in 10–15 kts. on Saturday, thunderstorms, rain and winds up to 25 kts. on Sunday.

YANKEE DUO REGATTA
Chatham, MA
October 4–5, 1986
Reported by Peter Beckwith

Len Ruby won this event for the fourth consecutive time. The regatta is sponsored by three Sunfish clubs from west of Boston. Saturday's Chowder Cup racing and trophies are sponsored by the Sherborn Yacht Club. Sunday's Just Desserts racing and trophies are sponsored by the Coho­ tuate Yacht Club. The Yankee Duo awards for best of the two events combined are sponsored by the Wellesley Yacht Club. (See photo top right)

CHOWDER CUP

<table>
<thead>
<tr>
<th></th>
<th>Finishes</th>
<th>Total Points</th>
</tr>
</thead>
</table>
| 1.    | Len Ruby (Brookline, MA)        | (B)-1-1-1-1  | 3
| 2.    | Al McGovern (Acton, MA)         | 7-2-2-3-(11) | 14
| 3.    | Bill Brangforte (Weymouth, MA)  | (11)-11-4-5-4| 19
| 4.    | Gordon Geick (Collinsville, CT) | 1-7-5-7-7   | 19.75
| 5.    | Lee Parks (Newport, CT)         | 4-3-7-6-(10) | 20

JUST DESSERTS

<table>
<thead>
<tr>
<th></th>
<th>Finishes</th>
<th>Total Points</th>
</tr>
</thead>
</table>
| 1.    | Len Ruby (Brookline, MA)        | 1-2-1-(6)-1  | 4.25
| 2.    | Paul Odegard (Vernon, CT)       | 3-3-3-(4)-2  | 11
| 3.    | Lee Parks (Newport, CT)         | (B)-5-4-2-4  | 15
| 4.    | Pete Eastman (Hingham, MA)      | 2-(7)-2-6-7  | 16
| 5.    | Bill Brangforte (Weymouth, MA)  | 5-(11)-7-3-3 | 18

YANKEE DUO (2-day combo)

<table>
<thead>
<tr>
<th></th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Len Ruby</td>
</tr>
<tr>
<td>2.</td>
<td>Lee Parks</td>
</tr>
<tr>
<td>3.</td>
<td>Bill Brangforte</td>
</tr>
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</table>

COLD TURKEY REGATTA
Beck Lake, Glenview, IL
November 29, 1986
10 boats

<table>
<thead>
<tr>
<th></th>
<th>Finishes</th>
<th>Total Points</th>
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</thead>
</table>
| 1.    | Bob Findlay (Glencoe, IL)       | 1-2-1        | 3.50
| 2.    | Harry League (Kensworth, IL)    | 2-1-4        | 6.75
| 3.    | Don Bergman (Hubbard Woods, IL) | 3-3-2        | 8
| 4.    | Bill Nelson (Prospect Heights, IL) | 5-4-7     | 16
| 5.    | Gail Turuck (Ypsilanti, MI)     | 6-5-3        | 16
| 6.    | Dan Feldman (Highland Park, IL) | 7-6-5        | 18
| 7.    | John Liebenow (Prospect Heights, IL) | 9-DNF-5     | 26
| 8.    | Chris Lowrie (Lake Forest, IL)  | 4-DNF-DNF    | 33

The Cold Turkey was true to its name, as a forecast of sunny, 50 degrees and NE winds 10–18 was WRONG! The highest puff was 4 mph, in cloudy, foggy, soggy conditions and 35 degrees. It was raw! Bob Findlay continued his midwestern dominance, though the fleet was well mixed and competition close. Jean Bergman did an excellent job running the races from shore.

NEW WESTERN REGIONAL REPRESENTATIVE NAMED

Effective immediately, Charlie Berry, 5362 Blinn Lane, Irvine, CA, 92714, is the Western Regional Representative to the USSCA Regatta Committee headed by Bob Heckman.

Major Event Hosts Needed For 1988

Though more than a year away, the 1988 World and Continental Championships are approaching rapidly. With this thought in mind, ISCA is seeking sites for these events. Is your yacht club interested in hosting the World, North American, South American, European, Senior Olympics, or North American Women's Championships? If the answer is yes, please write to Bob Heckman, Regatta Chairman, 52 Nut­ hatch Knob, Glastonbury, CT, 06033.

In your letter include (in a nutshell) details about the sponsor, sailing site, facilities, tentative dates, and potential housing arrangements. Remember, the early bird gets the worm! Also, a host is still needed for this year's North American Women's Championship — write soon!

1986 Chowder Cup winners (left to right): Bill Brangforte, Len Ruby, Alan MacGovern, Roger Demler, Lee Parks, Gordon Geick. Photo by Ellie Beckwith.
**SOUTHEAST REGIONAL CHAMPIONSHIP/ CITRUS BOWL REGATTA**
Lake Monroe, Orlando Yacht Club, Sanford, FL
December 6-7, 1986   24 boats

<table>
<thead>
<tr>
<th>Finisher</th>
<th>Finishes</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Dave Dunn</td>
<td>3-2-4-2-1</td>
<td>11.75</td>
</tr>
<tr>
<td>Daytona Beach, FL</td>
<td></td>
<td></td>
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<tr>
<td>2. Randall Swan</td>
<td>1-1-1-1-1-8</td>
<td>21.75</td>
</tr>
<tr>
<td>Mount Pleasant, SC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Dave Guerdan</td>
<td>6-3-5-5-5</td>
<td>24</td>
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<tr>
<td>Maitland, FL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Tim Hochuli</td>
<td>2-5-2-3-14</td>
<td>26</td>
</tr>
<tr>
<td>Casselberry, FL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. Diane Blase</td>
<td>10-7-13-1-3</td>
<td>33.75</td>
</tr>
<tr>
<td>Orlando, FL</td>
<td></td>
<td></td>
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<tr>
<td>6. Lois Brockett</td>
<td>8-9-9-7-2</td>
<td>35</td>
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<tr>
<td>Boca Raton, FL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7. Mark Jordan</td>
<td>4-6-6-10-10</td>
<td>36</td>
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<tr>
<td>Mount Pleasant, SC</td>
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<td></td>
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<tr>
<td>8. Eric Erickson</td>
<td>5-4-6-6-16</td>
<td>39</td>
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<tr>
<td>Enterprise, FL</td>
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<tr>
<td>9. Donald Esch</td>
<td>7-25-3-18-7</td>
<td>60</td>
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<tr>
<td>Pittstown, NJ</td>
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<td></td>
</tr>
<tr>
<td>10. Jane Colee</td>
<td>12-11-15-16-5</td>
<td>60</td>
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<tr>
<td>Valparaiso, FL</td>
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</table>

This event is growing larger and better each year! For many of the 5 classes participating it was either a regional or state championship. Every year several famous sailors are invited to attend and there is an excellent seminar on Friday evening prior to the races. Also, several doorprizes are awarded, including this year a wetsuit to Dave Dunn! Michelob and Red Lobster are sponsors of the regatta and provided liquid and solid refreshments.

The event itself saw heavy winds the first day followed by light to medium the second and trophies were awarded to the top 7 finishers.

**1986 FLEET CHAMPIONS**
- Lee H. Trimm — Cazenovia, NY — Tuscarora Sunfish Fleet 102, Tuscarora Lake, Erieville, NY
- Greg Faccone — Glen Ridge, NJ — Normandy Beach Fleet 221, Barnegat Bay, NJ
- Will Van Cleef — Charleston, SC — Charleston Fleet 226, Charleston, SC

It is not too late to report 1986 Fleet Champions. A black sail chevron is awarded upon application by the local Sunfish, Super Sunfish or Force 5 Charter Fleet Captain to the Class Rules Committee, 3008 Millwood Avenue, Columbia, SC, 29205. Include champion's full name and address, champion's official sail/registration number, number of races in fleet series (minimum 5), points obtained by champion in series, points obtained by runner-up in series, fleet CHARTER NUMBER, location of racing activities, and the signature of fleet captain.

**My Marine Mariner**
by Alice Currie

My husband is a Mariner
Not that ancient greybeard he—
His schooner is a Sunfish
in the river, not the sea.

My Marine Mariner
by Alice Currie

When the tide runs near its highest
and the wind is blowing strong,
he sets forth from the river bank
heart singing a sailors song!

My Marine Mariner
by Alice Currie

Some people, crossing Dock Square Bridge,
Stop to wave and shout hello.
He tacks by the Grist Mill windows
and the diners watch him go.

Gail Heausler (41953) surfs over Don Esch (59010) on reach at 1986 Southeast Regional/Citrus Bowl. Photo by John Gardiner.

1986 Southeast Regionals/Citrus Bowl action at the start: Randall Swan (60016) gets the best of the pin end over Tim Hochuli (44422), Dave Dunn (24603) and Dirk Schwenk (11). Photo by John Gardiner.

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heart singing a sailors song!
A Blast On And Off The Water

by Byron Hicks

The Bel Haven Yacht Club of Greenwich, Connecticut once again hosted this end-of-the-season sail-off, pitting various Connecticut, New York, and New Jersey sailing club representatives against each other in the Sunfish hull with a Force 5 type of rig. The high performance and stability achievable with this unique design proved captivating for the spectators crowding the Club facilities. Twenty knot winds and six foot seas transformed the skippers into either surfers or submariners.

Ned Nunes beat out Bill Boll and regained the championship title from defending champion Scott Greenbaum, who finished third, in this hotly contested two-day, eleven-race series.

The Saturday evening food and drink feast was accompanied by frequent accolades and “roasting” in a true Henry VIII tradition. Awards presentations on Sunday afternoon followed two “no-nonsense” protest hearings, and preceded wrap-up comraderie time in the Club lounge.

Anyone interested in participating in next year’s championship (charter boats available) are requested to send a brief sailing resume to: SSFNA, P.O. Box 481-C, Morristown, NJ, 07961.
FORC E 5 CLASS ASSOCIATION ANNUAL MEETING

Milledgeville, Georgia, June 26, 1986

1. Class Status — In May, a 1600-piece mailing was sent to all past Force 5 owners. (This produced 115 members in 1986.)

2. Database — Courtney Young will establish the database for membership on an IBM-PC. Lee Parks will acquire from Alcort and send all new registrations and dues payers to enable Courtney to establish the database. (The membership database has been up and running since October.)

3. Incorporation — Jim Kramer has gone through the process of incorporation and will share his experience with us but did not want to take charge. Ray Buchanan said he would help chair the process. (Ray has distributed materials but the project is stalled.)

4. Boat Weight — There should be a strong recommendation to Shawn Sullivan (Plant Manager at Alcort) to standardize the weight at 155 pounds (the average weight for older boats) so we can do something about minimum weight in the rules. (As of last summer, Force 5's were not being produced because of the large number of boats still in stock. Alcort continues to promote the Force 5.)

5. Class By-Laws — Tom Oryniak will chair the committee to write class bylaws and will be assisted by the area representatives.

6. Class Rules — Courtney Young will chair the revision/updating of the class rules.

7. Sail Numbers — Bob Cullen will produce sail numbers, when needed.

8. Election of Officers and Area Representatives — The following people were elected to a one-year term (until the next annual meeting):

   President    John Barrere
   Vice President Mike O'Toole
   Secretary/Treasurer Lee Parks
   Southeast Regional Rep. Joe Martone

9. Needed Volunteers — A. Force 5 Newsletter Editor, someone is needed to coordinate the Force 5 section of the Windward Leg, and eventually to break off and produce our own newsletter. B. (Paid?) assistant to Lee Parks.

10. Regional Class Meetings — Area Representatives are encouraged to conduct a regional class meeting at their respective regional regattas for the purposes of promoting the class, gathering new ideas, and finding ways to get new sailors in the Force 5.

11. Major Mailings — After single-handedly (with the help of family) getting out the May membership mailing, Courtney Young suggested that all major mailings be split amongst the area representatives. Labels and all other materials would be provided.

12. Loans and Gifts — Joe Martone presented a gift of $200 from the Virginia Beach (Virginia) Force 5 Fleet and North Sails of Pewaukee (Wisconsin) sent a gift of $50. Several fleets and individuals also sent loans (listed elsewhere in this issue).

13. Fleet Building and Promotion Ideas —

   A. Bill Hunter volunteered to write all the major sailing magazines a "letter to the editor" requesting all Force 5 owners to contact the newly-formed association.

   B. Fleets are encouraged to require membership in the F5CA. Fleet Captains should see that this is enforced.

   C. Inactive fleets (like Knoxville and Lo-rain) should be contacted to see why they don't turn out for regattas and to find out what can be done to help them out.

   D. Send a letter to David Loveless (new President of Alcort) to ask him to promote the Force 5 as much as he can.

   E. Alcort should make available super fleet deals to the Red Cross and other state organizations who teach sailing — class members could assist as instructors.

   F. Joe Martone suggested making phone calls before a regatta or fleet race to encourage people to attend. Has worked in his fleet.

   G. Joe Martone also suggested that spreading trophies as far as possible helps participation.

   The next meeting will be held in conjunction with the 1987 Force 5 North American Championship. This will be hosted by Force 5 Fleet #25, of Dayton, Ohio. For more information on the championship contact Mike O'Toole, 4301 Birchton Court, Dayton, OH, 45424.

Respectfully submitted,
Lee Parks
Secretary/Treasurer

CALLING ALL FORCE 5 FLEETS

All Force 5 fleets, active or inactive, are asked to contact the Class regarding their status and send their vital statistics to Byron Hicks, who is re-registering all fleets. Please send the following information to Byron Hicks, Box 481-C, Convent Station, NJ, 07961.

Fleet Name ___________________________ Fleet No. ___________________________

Fleet Captain ___________________________ Address ___________________________

Phone — home ___________________________ office ___________________________

Number of active boats racing ___________________________

Please attach a typewritten list of names, addresses and sail numbers of those in your fleet (as many as possible).
force 5 dateline

May 23
HUNTERDON SAILING CLUB SPRING REGATTA AND CLINIC, Spruce Run Reservoir, Clinton, N.J. Byron Hicks, Box 481-C, Morristown, NJ, 07961, (201) 697-7636, (201) 455-8413.

May 30
HUNTERDON SAILING CLUB TEAM RACE REGATTA, Spruce Run Reservoir, Clinton, N.J. Byron Hicks, Box 481-C, Morristown, NJ, 07961, (201) 697-7636, (201) 455-8413.

July 11–2
NJYRA FORCE 5 CHAMPIONSHIP, Raritan Yacht Club, Perth Amboy, N.J. Tom Oryniak, 14 Shelly Drive, Somerset, N.J. 08873.

July 23–25
FORCE 5 NATIONALS, Cowan Lake, Wilmington, Ohio. Chip Seidl, 125 Spirea Dr., Dayton, OH, 45419, (513) 298-9468.

September 19
FLEET #25 FALL REGATTA, Eastwood Lake, Dayton, OH. Chip Seidl, 125 Spirea Dr., Dayton, OH, 45419, (513) 298-9468.

September 26
MILLARD FILLMORE CLASSIC, Hunterdon Sailing Club, Spruce Run Reservoir, Clinton, N.J. Byron Hicks, Box 481-C, Morristown, NJ, 07961, (201) 697-7636, (201) 455-8413.

September 27
HIGHLAND LAKES REGATTA AND CLINIC, Highland Lakes, New Jersey. Courtney Young, 11 Schunnemunk Street, Monroe, NY, 10950.

*THANKS*
The Force 5 Class Association is grateful to the fleets and individuals who donated and loaned funds to help get the Class back on its feet in 1986.

Virginia Beach (VA) Force 5 Fleet $200
North Sails of Pewaukee (WI) $50
Force 5 Fleet #36, Hunterdon Sailing Club (NJ) $335
Lorain Sailing Club (OH) $50
Force 5 Fleet #25, Dayton, OH $50
John Barrere $25

FORCE 5 YEARBOOK
Byron Hicks is gathering materials to produce a Force 5 yearbook. Please send all regatta results, fleet newsletters, photos and any other Force 5 information to Byron for inclusion in the yearbook. Send to: Byron Hicks, Box 481-C, Convert Station, NJ 07961.

1986 FORCE 5 CLASS ASSOCIATION FINANCIAL STATEMENT
For the year ending December 31, 1986

Revenue:
Dues (115 members) $1268.00
Public Support 250.00
"Doans" 460.00
Total Revenue $1978.00

Expenses:
Postage $ 60.00
Office Supplies 167.33
USYRU Dues 50.00
"Doans" Returned 460.00
Total Expenses $ 737.95
Excess of Revenue over Expense: $1240.05

For the second year in a row, the Force 5 Southeast Regionals were held in conjunction with the Florida citrus Bowl Regatta. This regatta, one of the largest in the country, is held on Lake Monroe and attracts hundreds of sailors from all over the country.

Saturday's three races were dominated by a stiff breeze and choppy water which resulted in numerous breakdowns and broken masts in several classes. The two races on Sunday were sailed in drizzly, but much calmer conditions.

classifieds

Take the guess work out of tacking on windshifts with a Suunto Tactical Compass. Indicates headers/lifts and favored end of starting line. $69.95 ppd. SEPCO, 183 Box Mtn. Dr., Vernon, CT 06066.

Super Sensitive feathers indicate wind direction even in a drifter. For Force 5 only. Extra feathers provided. $15.95 ppd. CT residents add tax. SEPCO, 183 Box Mtn. Dr., Vernon, CT 06066.

1986 Force 5 Southeast Regionals/Citrus Bowl Regatta
Orlando Yacht Club, Lake Monroe, Sanford, FL
December 6–7, 1986
5 boats

Finishes Total Points
1. Bill Hunter 2-1-2-1-1 6.25
2. Ben Gilham 1-2-1-2-2 7.50
3. Mills Kinghorn 3-3-3-3-DNF 18
4. Fred Dodge DNF-4-4-DNF-DNF 26
5. Bob Sunshine 4-DNF-DNS-DNS- DNS 28

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**classifieds**

**HELP WANTED** — Enthusiastic volunteers needed to get involved in Sunfish Class management. Immediate openings available: Class Historian, ISCA Regatta Committee, ISCA Chief Measurer, “Video King,” yearbook editor, etc., etc. Contact Paul Odegard, 183 Box Mountain Drive, Vernon, CT, 06066. Specify your desires and talents.

**ISCA LAWYER NEEDED** — It’s time that ISCA incorporate and we need help! Any volunteers contact Lee Parks, 1413 Capella South, Goat Island, Newport, RI, 02840.

**DOUBLE DECK MOODY TRAILER** — Customized for two Sunfish. Excellent condition. Contact Art Brown, 18 Ledgewood Drive, Farmington, CT, 06032, (203) 673-5148.

**EVERYTHING YOU EVER WANTED TO KNOW ABOUT SUNFISH RACING OVER THE LAST 20 YEARS BUT YOU WERE TOO CHEAP TO SUBSCRIBE** — Six articles/29 pages reprinted from Yacht Racing & Cruising Magazine. $5 ppd. SEPCO, 183 Box Mtn. Dr., Vernon, CT 06066.


**HELP WANTED** — Rehoboth Bay Sailing Association (Delaware) is seeking resumes from college students interested in summer employment. Must enjoy working with people. Positions available: club manager, sailing instructor and assistant instructor, grounds keeper. Compensation package could include housing. Respond to: Dr. Preston Littleton, 11907 Whistler Court, Potomac, MD, 20854, (301) 340-7120 (home).

**THE SUNFISH BOOK** — autographed by author Will White, 2-time North American champ, President of USSCA. Everything you want to know about your Sunfish — history, speed tips, racing techniques and tactics, cruising. Hardcover, 175 pages, 120 photos and diagrams, only $10 (jacket price is $15.95) plus $2.95 postage and handling. Sunfish, 69 Waterside Lane, W. Hartford, CT 06107

**FOR SALE** — Official Sunfish Class approved daggerboard (thickness) template. Made of durable teflon, the same one used by measurers. Beat the rush—get your board in shape before you get to the North Americans! Every fleet should have one. Send $25 to ISCA, c/o Lee Parks, 1413 Capella South, Goat Island, Newport, RI, 02840.

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