RETROSPECT: Jack Evans Looks Back (Part 1)

by Charlot Ras-Allard

It's hard to believe that the Sunfish (and its predecessor, the Sailfish) dates back 40 years. Twenty-five North American champions have been crowned, and countless sailors from the America's Cup on down have raced the "Fish at some point.

Few had the vantage points that Jack Evans had. The scoreboard shows he garnered four Sailfish national titles between 1967 and 1970, was runner up at the 1974 Force 5 North Americans, won the first Super Sunfish North American Championship in 1975, sailed the C-Class catamaran, Weathercock, at the 1972 Little America's Cup in Australia, and, of course, earned the right to sail with a silver Sunfish on his sail at the 1972 North Americans at Sayville.

Evans gained another perspective through his work "wearing many hats" at Alcort from 1969-1977, most notably as Class Secretary from 1969-1975. He later went on to: design and market the Phantom, become a Regional Sales Representative for Hobie, write the book "Techniques of One-Design Racing," and testify in a Congressional hearing on the merits of Micron 33 while working at International Paint, Inc. Currently, he is employed by Beckson Marine, Inc. in Bridgeport, Connecticut. I caught up with Jack at the 1988 New York Boat Show and later at his home in Guilford, Connecticut, reuniting after a "few" years. In part 1, I take a look back at the Sunfish and its past. Watch for part 2 in coming issues.

It was the 1974 North Americans at the U.S. Sailing Center at Association Island, New York. I can recall finally meeting Jack after his name had become a household word at our club in Darien. The first thought that crossed my mind was that he was a lot younger than I expected. Even today he has worn his 40's age amazingly well. For the regatta Jack had the job of chief measurer, and thorough inspections were his trademark. Every oversized window got taped, any lengthy sheets and halyards over a then 24-foot limit got trimmed, and every daggerboard fit the factory template or the skipper started sanding. Looking back, Jack said, "I'm sure I angered a lot of people by being arbitrary about not allowing certain equipment on boats. At some point one had to make a stand and say here's what we're going to allow and not going to allow." Even three-time North American champion Carl Knight was not immune. During his boat's inspection, Carl was asked to remove a block that he had installed on the port side of the bridge, in front of a crowd of sailors that had come to watch his boat be measured.

Jack saw to it people sailed the "same" boat. But during the late 1950's and early 1960's, Sunfish were not always the same. The differences were an evolution—an evolution in the boats and the people that sailed them. Prior to the familiar fiberglass boats, wooden Sunfish built from kits were the standard. To Jack, "The wood boats were always an adventure to measure because they would show up with different paint jobs... and somebody would always have some gimmick like a drink holder built in." The old wood boats had more stability in heavy air with their hard chines, but often times, leaked more than their fiberglass counterparts. Jack noted, "They were a different animal to sail." Racers also found answers to the perennial concern of a boat with a weight problem. He explains, "We discovered blowing air in the boat lightened it up. Access ports were kind of new, and nobody knew whether or not you could use them. So we were putting extra drain plugs in the back of the boat and using the exhaust off a vacuum cleaner. Everybody scrambled to find Alcort parts so it would be an Alcort drain plug back there, and nobody could quibble with that." And how much was a Sunfish supposed to weigh? Jack responded, "Nobody knew the standard. It was never published. Sunfish weight at 139 pounds didn't happen until after the Phantom (designed in 1978 by Jack, and similar to the Sunfish) was in production."

Sails varied even more, starting out in cotton, then nylon, and finally remaining with dacron. By 1967 the sails had become very close in shape to one another out of the bag. Racers, however, took longer to settle on using the new dacron cloth, and at some regattas all three types would appear on the boats. Jack continued, "Nylon sails changed shape all over the place. The sails were always cut very flat so they would stay the same. Dick Redfield filled the sail on the spars with sleeping bags and towels.
and then lay underneath and ironed it out into shape.” As many remember, each old Ratsey sail grew to have its own identity. Jeorg Bruder, who later went on to become a top Finn sailor, had his own way of breaking in his sail. At the first World’s in St. Thomas in 1970, Bruder chewed on the leech in order to stretch it and create a fuller Ratsey. Others spent time prebending the spars, all in the pursuit of the optimum sailplan.

Controversy struck the Class in 1972 when AMF, Inc., Alcort’s parent company at the time, made the decision that the company needed standardization. The rudder and daggerboard were prime candidates for review. Jack explained, “When we came up with the new rudder and daggerboard, it was a MiniFish daggerboard and Minifish kick-up rudder assembly. George Patterson had designed the kick-up rudder system. Everybody thought it was wonderful and thought it should be on the Sunfish. People were demanding it.”

There were several problems in retrofitting the new rudder system. First, to install it, the skipper had to drill new holes and cut an opening for an access port, an involved process for the average sailor. Alcort solved the problem by offering a step-by-step retrofit kit to install the new transom plate. Second was that a mahogany tiller would not stand the stresses it would encounter, therefore, tillers had to be made out of ash. “We felt we had to hide the fact it was ash so we stained the wood to look like mahogany,” Jack stated. Third, the tiller/tiller extension bolt was to be made out of aluminum. “We had a lot of AMF types that came out of the bowling product business and didn’t understand the stresses involved. I can remember going to the engineer one day and telling him that the bolts break off and they’re no good. He didn’t buy it. I went down the production line and broke six of them off!” Jack exclaimed. The engineer changed his mind and used stainless steel.

But when the Minifish daggerboard was tested on a Sunfish well before it was released, the engineers discovered the boat would not sail as well. Jack said, “John Ray and I went into Bruce Connolly (Vice President and General Manager of AMF Alcort at the time), and said, ‘This is not acceptable! We’ll have all sorts of problems with the Class. How can you allow this to happen?’ Connolly responded, ‘Whether I want it to or not, it’s got to happen. You guys are just going to have to figure a way to get the Class to accept it.’” Alcort ended up compromising by continuing to produce the faster round board as an option, while the easier-to-manufacture Minifish board was made standard equipment until 1979, when the Barrington board was made the standard.

Throughout our conversation, Jack kept reaffirming the theme of Alcort’s longstanding commitment to owners: older boats would never be allowed to become outdated. He said, “Alcort really worked hard at making sure that the owners were happy, and that anything they did with the boat, whatever it might be, was absolutely fair to everybody who had a boat already. And they had the credo for a long time that as close as they could, they’d like to make the boat raceable out of the box so that anybody that got one could sail and race it without a big capital expenditure.” Granted cleats and a ratchet block were not truly expensive options back in the 1960’s, but the move to allow those was a tear in the traditional fabric that was the Sunfish Class. Said Jack, “For a long time the boat was a doubles-raced boat. It was thought that if we put a hook or a cleat or anything on there, it wouldn’t need two people ... the debate led to ‘Now it’s a racer’s boat.’”

Today’s top racers enjoy adjustable outgoals, universal hiking sticks, and hiking straps on their boats—they just take longer to set up their boats at World Championships. Ironically, these same sailors who never warmed up to the “out of the box” approach would probably concede that the engineer at AMF Vice President and General Manager of AMF Alcort at the time, and said, ‘This is not acceptable! We’ll have all sorts of problems with the Class. How can you allow this to happen?’ Connolly responded, ‘Whether I want it to or not, it’s got to happen. You guys are just going to
AT THE GAFFHEAD---

Financial Bottleneck Strangles Windward Leg

To those of you who have already paid your 1988 ISCA membership dues some of this will be redundant. For those of you who haven't paid your dues, what are you waiting for?!

In September 1987 our former “lettershop” in South Carolina informed the Class of an intent to double their fee. As this was unacceptable, a search was undertaken to locate another lettershop. The search took a while. Just as The Office was settled upon to provide the services needed, Alcort Sailboats, Inc. withdrew previously promised financial support to the Class. Fortunately the owner of The Office was willing to produce dues renewals in anticipation of payment for their services. Unfortunately these unreceived dollars were budgeted for the Spring 1988 Windward Leg and caused delay in publication by a couple months.

Last year’s Windward Leg expenditures totalled nearly $16,000. Included in last year’s costs were many membership promotion-related extra copies. Since then our mailing list has been cut by at least 33%. To provide four Windward Legs will cost an estimated $12,700, 20% less than last year. However, only $8,500 has been allocated to the Windward Leg for 1988. Cuts in quality are being considered. Cuts in frequency are out of the question.

The bulk of ISCA’s working budget must come from the membership, and in line with this 1988 dues rates were raised (see page 10). Alcort has promised limited financial support to the Class for 1988. However, 1988 budget items for all officers, chairmen and the Windward Leg have been cut back. The officers of the Class believe that the membership wants more activities and communication and the continued publishing of a quarterly Windward Leg. It is hoped ISCA membership goals will be exceeded to ensure the availability of funding for all four issues of Windward Leg in 1988. What is needed is an enthusiastic, year-long rush of new ISCA members. Each additional membership will provide working capital to the Class. Watch the membership count rise with each issue. For membership applications write to ISCA, P.O. Box 7-23, West Hartford, CT, 06107. For now, we’re back on track. —Gail M. Turluck

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26th Sunfish North Americans
Rehoboth Bay Sailing Association
Rehoboth Beach, De.
July 9-15, 1988

For further information contact:
Molly Murray, Fleet Captain
P.O. Box 644
Lewes, Delaware 19958
(302) 645-2036 (home)
(302) 856-7372 (work)
SUNFISH CLASS TO COMPETE FOR THE USYRU ONE-DESIGN CLASS AWARD

In 1987 the United States Yacht Racing Union announced a new award program which includes five separate One-Design awards. This year the Sunfish Class is encouraging its members to join USYRU so we may be considered for the One-Design Class Award. The One-Design Class Award is given to the Class which demonstrates the highest percentage and overall increase in Union membership. Of approximately 1700 Sunfish Class members last year, only 307 belonged to USYRU. This provides our Class with a great opportunity to do well this year. For purposes of comparison, the J24 Class won in 1987 with a 24% increase in Union membership, up 214 for a total of 1099 USYRU members. You get many benefits as a Union member, which include a copy of the most recent rule book and a subscription to American Sailor, the USYRU's monthly magazine. Anyone who is at all serious about racing should strongly consider USYRU membership. The United States Yacht Racing Union is THE national sailing authority and needs the support of all who are using its services (like the racing rules, for instance.) Take a moment today, complete the enrollment application below and mail it in. Be sure to indicate with your application that you are a member of the Sunfish Class so we get credited for your membership. Encourage your fleet members to join as well. Next October, with Class-wide cooperation, the SUNFISH Class will be named recipient of the One-Design Class Award at the USYRU Annual Meeting in Cleveland, Ohio!

USYRU ANNOUNCES TWO MAJOR 1988 CHAMPIONSHIPS WILL BE SAILED IN THE SUNFISH!

The United States Yacht Racing Union has announced that the 1988 United States Singlehanded Sailing Championship for the George D. O'Day Trophy will be sailed in Sunfish at Hingham Yacht Club, Hingham, Massachusetts, August 8-12, 1988. Conditions for the regatta are: membership in USYRU. Minimum age 16. Open to one representative each from USYRU Areas A-K (through YRA/Area eliminations), plus one each intercollege, U.S. Youth Singlehanded and U.S. Women's Singlehanded champions and one from the U.S. Navy Championship. Contact your YRA secretary, O'Day Championship Committee representative or the USYRU office at P.O. Box 209, Newport, RI, 02840, for further information.

The USYRU has also announced that the 1988 United States Junior Singlehanded Sailing Championship for the D. Vereen Smythe Trophy will be sailed in Sunfish at the Houston Yacht Club, LaPorte, Texas, August 13-19, 1988. Conditions for the regatta are: membership in USYRU. Age 13-17. Open to one representative each from YRA/Area eliminations. Contact your YRA secretary, Smythe Championship Committee representative or the USYRU office for further information.

1987 FLEET CHAMPIONS

* Steve Foster—Verona, NY—Normandy Beach Yacht Club Fleet #21, Barnegat Bay, NY
* Paul Terney—Tennyson, N.J.—Highland Lakes Sunfish Fleet #93, Highland Lakes, NJ
* John Simons—Lake Bluff, IL—Lake Bluff Yacht Club Fleet #38, Lake Michigan, IL
* Richard Heine—Muttontown, NJ—Seawanhaka Yacht Club for Younger 600 YR-Area A
  * Steven Verdon—Oyster Bay, NY—Lake Bluff Yacht Club Fleet #7, Long Island, NY
  * Jeff Ludlow—Centerville, MA—Weequaquck Lake Yacht Club Fleet #83, Ludlow, MA
  * Richard Heine—Muttontown, NJ—Seawanhaka Yacht Club for Younger 600 YR-Area A
  * Simon Simmons—Lake Michigan, IL—Lake Michigan Yacht Club Fleet #74, Lake Michigan, IL
  * Paul Terney—Tennyson, N.J.—Highland Lakes Sunfish Fleet #93, Highland Lakes, NJ
  * John Simons—Lake Bluff, IL—Lake Bluff Yacht Club Fleet #38, Lake Michigan, IL
  * Richard Heine—Muttontown, NJ—Seawanhaka Yacht Club for Younger 600 YR-Area A
  * Steven Verdon—Oyster Bay, NY—Lake Bluff Yacht Club Fleet #7, Long Island, NY
  * Jeff Ludlow—Centerville, MA—Weequaquck Lake Yacht Club Fleet #83, Ludlow, MA
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  * Richard Heine—Muttontown, NJ—Seawanhaka Yacht Club for Younger 600 YR-Area A
  * Simon Simmons—Lake Michigan, IL—Lake Michigan Yacht Club Fleet #74, Lake Michigan, IL

The above winners received black chevrons for their sails and a certificate of recognition from the Class. All fleets are encouraged to carry out club competition and to provide notification of results to the Fleet Coordinator, Don Esch, RD 3, Box 78, Pittstown, NJ, 08867.
FLEET DEVELOPMENT NEWS
by Don Esch

NEW DIRECTORY RELEASED—The 1988 Sunfish Fleet Directory was mailed to all fleet captains and Class officers in early February. The new Directory now includes 141 active U.S. fleets covering thirty states including Hawaii. Additional copies can be obtained from Don Esch, ISCA Fleet Coordinator, RD 3, Box 78, Pittstown, NJ, 08867.

We continue to hear from existing fleets who have lost touch with us and new fleets who are anxious to get on board. In the past year we received many letters from fleets both old and new who are experiencing a renewal of the Sunfish fleet in their clubs. With this kind of response, we expect that our fleet roster will continue to grow with each update.

Sailing clubs wishing to establish themselves as a chartered Sunfish Sailboat Fleet should direct their requests to Don Esch at the address above. All that is required is a minium of five current members of the International Sunfish Association, one of whom must be designated as Fleet Captain.

NEW FLEET FLAGS ARE IN!—With the assistance of Lee Parks, we have been able to develop a new supplier for the Sunfish Class Flag. The new 21"x30" yellow flags with a black Sunfish emblem will be made available free of charge to all fleets in good standing. In order to qualify for the new flags, the fleet must simply provide a list of five or more members who have paid their 1988 ISCA membership dues. Requests should be made by the fleet captain to Don Esch.

An advance order of 25 flags has already been received with an additional quantity on order. First come, first served on the flags in stock.

‘88 WOMEN’S NA’s IN HOUSTON
by Linda McKee

The Women’s Sunfish North Americans will be sailed at the Houston Yacht Club on August 6-7, 1988. The event will be hosted by the HYC Women’s Sailing Association. A great regatta is being organized, so make plans now to attend. Six races are scheduled with one throw-out. Classes will include Senior, Junior and Novice, with the winner of the Senior class being a qualifier for the World’s Championship. Registration will begin at 8:00 a.m. on Saturday morning with the first gun at approximately 12:00 noon. The Houston Yacht Club is located on the Upper Galveston Bay where the winds prevail from the southeast at 10-12 knots with minimal chop. The Clubhouse has complete facilities, including a dining room serving breakfast, lunch and dinner and very reasonable motel rooms available by reservation. Limited free housing will be available on a first call basis. Activities will begin on Friday night with a Happy Hour ‘Meet and Greet.’ Saturday night dinner will be provided by the Women’s Sailing Association. Come and enjoy the beautiful HYC facilities, hospitality and excellent race management. For more information call Linda McKee at (713) 665-6615, Becky Gray at (713) 240-4400 (office) or (713) 728-2498 (home) or the HYC office at (713) 471-1255.

INTERNATIONAL REGATTA COMMITTEE ESTABLISHED
by Paul Odegard

A diversified committee has been formed to coordinate ISCA international regattas. The committee members listed below are well dispersed around the world, representing opinions from North America, the southern hemisphere and Europe, as well as Alcort Sailboats, Inc. The basic mission of the committee will be to coordinate Sunfish World Championships including solicitation of bids, selection of site.getHosts, and establishment of race guidelines. A sub-committee, headed by Ray Dasch, will be responsible for coordinating international masters events. Any correspondence regarding this committee should be sent to Lee Parks at the address noted below.

International Regatta Committee
Paul Odegard (U.S.A.) 1987-88 ISCA President
Alex Roose (Curacao) 1987-88 ISCA Vice-President
Lee Parks (U.S.A.) ISCA Executive Secretary/Treasurer
1413 Capella South, Goat Island
Newport, RI, 02840
Ray Dasch (U.S.A.) Sub-committee Chairman
International Masters events
Jerry DeGarmo, Alcort Sailboats,Inc.
Ernie Kervel (Aruba) Past ISCA President
Greta Dekker-Bruning (Holland) ISCA World Council Representative

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Minutes of the Advisory Council Meeting
September 30, 1987
Golden Tulip Hotel, Aruba

Present: James "Jimbo" Stewart for David Frith (Bermuda), Paul Odegard (U.S.), Peter Barclay for Jorge Barreda (Peru), Alex Roose (Curacao), Emil Kerel, Sr. (Aruba), Jan Walig for Henrik Nauta (Holland), Scott Kylas (1988 World Champion), Lee Parks (Chief Measurer), Will White for Gordon Geick (U.S.).

Absent: Gordon Geick (U.S.), Stani Henningsen (Denmark), Wan Nin William Li (Hong Kong), Aaining Hanriken (Canada), Alcott Representative.

The meeting was called to order by President Paul Odegard at 9:00 pm. Paul asked Will White to preside over the meeting in the absence of Advisory Council Chairman Gordon Geick.

1. Bylaw 1 (Class Measurement Rules) Changes
   1.1 Rule 3.1.4—There are no restrictions as to the type, quality or degree of smoothness of finish applied to the hull, so long as they are applied in liquid form. Specifically forbidden are materials applied in solid or sheet form.
   Discussion: Words after the word "hull" in the first sentence are added to prohibit application of surfaces such as those used by Stars & Stripes in the 1987 America's Cup final. The AC unanimously approved this rule change.
   1.2 Rule 3.2.4—Standing and smoothing of the daggerboard trunk is permitted. Anti-chafe material may be added in the daggerboard trunk solely to protect the construction and finish of the daggerboard. Material shall not protrude above the deck or below the hull. Gaskets or flaps are prohibited. No changes or additions may be made that create a rigging board.
   Discussion: Remove limitation of chaffing strips to the leading and trailing edge only. Removing restriction on wedges which have been specifically permitted in the recent change to 3.2.1. Clarifies the prohibition of rigging boards.
   The AC unanimously approved this rule change.
   1.3 Rule 3.5.5—A total of two cleats of any type may be installed on the spars to facilitate adjustment of tension on foils and jib. Outwards or other adjustment lines may be used, but may not be internally led in the spars.
   One and only one of four different methods of adjusting the jib is permitted:
   1. Line from head, through spar cap, along upper spar to cleat on upper spar.
   2. Line from head, through spar cap, along upper spar, through tack eyebolt to cleat on boom.
   3. Line from front grommet above tack, through tack eyebolt to cleat on boom (Cunningham rig).
   4. Line from tack grommet through tack eyebolt to cleat on boom (downhaul rig).
   Any number of purchases are allowed, so long as no additional lines or hardware are used (e.g., line from tack eyebolt through grommet back through tack eyebolt to cleat on boom, for a 2:1 purchase).
   Discussion: Permits easier adjustment of foil tension, since foil tension line, either an outboard or downhaul, can now be adjusted from the cockpit by a cleat on the boom. Previously, with cleat permitted on the upper spar (gaff) only for foil outboard, the sail has to crawl forward to adjust the line. Downhaul permitted because flex of upper spar lossens tension on the outboard when led all the way down the spar.
   The AC approved this rule change.
   1.4 Rule 3.6.2—One rectangular window may be installed in the sail, so long as the shape or size of the sail is not altered. The total area of the window shall not exceed 600 square inches (3871 sq. cm.).
   Discussion: Present maximum window size is too small for clear vision. A larger window will add safety and not reduce strength of sail significantly.
   The AC approved the rule change.
   1.5 Rule 3.7—Amend to delete the words "keelvar or similar material".
   Discussion: Extra expense of keelvar is now insignificant compared with the benefits of its resistance. Improved handling, reduced chance of stretching deck, and maintenance design desired by the AC.
   The AC approved this rule change.

2. Reports
   Sails—Will White reported that Alcott is now making three kinds of sails:
   (a) 3.9 oz. Flog with 5 panels
   (b) 3.8 oz. Gaatra with 7 panels (with wild graphics)
   (c) 3.0 oz. Gaatra with 7 panels
   Daggerboards—Will White reported that several plastic daggerboards and rudders were tested during Bermuda International Race Week. Two of the three daggerboards broke at the handle. One of two rudders broke when the rudder was popped up. It was concluded that more research is needed. Jimbo Stewart's brother, an inventor, will be asked to assist. The Advisory Council has also pursued a higher quality wooden daggerboard made by a specialized wood shop. Alcott volunteered to support these efforts.

3. Slate
   It was approved to recommend the following slate of Advisory Council members to the World Council to serve for the next two years (1988-1989):
   Gordon Geick (U.S.)—Chairman
   David Frith (Bermuda)
   Paul Odegard (U.S.)
   Peter Barclay (Peru)
   Alex Roose (Curacao)
   Emil Kerel, Sr. (Aruba)
   Jan Walig (Holland)
   Claude De Laval (Martinique)

   The meeting was adjourned at 10:20 pm. Respectfully submitted,
   Lee Parks
   Executive Secretary
   Chief Measurer

Minutes of World Council Meeting
September 30, 1987
Golden Tulip Hotel, Aruba

Present: Paul Odegard (President), Alex Roose (Curacao), Emil Kerel, Sr. (Aruba), James "Jimbo" Stewart (Bermuda), Will White (U.S.), Max Zimmerman for Jorge Barreda (Peru), Greta Dekker-Bruining for Jan Walig (Holland), Claude de Laval for Claude Varain (Martinique), Lee Parks (Executive Secretary).

Absent: Morten Bove (Denmark), Aarni Hannikainen (Canada), Sun Yin Ringo Li (Hong Kong), Alcott Representative, Gordon Geick (Advisory Council Chairman).

The meeting was called to order at 10:20 pm by President Paul Odegard.

The minutes of last year's meeting were approved as distributed.

1. Old Business—Paul Odegard reminded the Council members of the two phonereal votes which had taken place over the past year, (1) To rescind the vote to allow no modification of daggerboards, and (2) To lower the class dues to $10.

2. Advisory Council Report—All ISCA Bylaw 1 (Class Measurement Rules) were approved as recommended by the Advisory Council. The World Council voted to allow these changes effective January 1, 1988 on an experimental basis, until officially approved next fall by IYRU, for all Class-sanctioned events.

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1987-88 World Council

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The slate of Advisory Council members was approved as presented.

3. Class Notice Changes—Will White reported that the U.S. Sunfish Class Association has changed their World Championship Qualifying System to allow one sailor from the U.S. Masters Championship and one (formerly two) sailor from the U.S. Women's Championship. The World Council members agreed that further definition of the World Championship Qualifying System should be included in the class rules.

4. Class Constitution—Paul Odegard presented a draft of a new ISCA Constitution. Some of the highlights of the new Constitution are:
   (1) The voting power of ISCA is in the NSCA's;
   (2) The NSCA's run the class, not national authorities unless, of course, the national authority governs the class in a particular country;
   (3) NSCA's are governed by Sunfish sailors, clubs and fleets in their country;
   (4) NSCA's must be recognized by their national authority;
   (5) Allowance for World Council mail and phone votes between meetings;
   (6) A change in the World Council quorum so that one country may not cast more than one-third of the total votes;
   (7) World Championship Qualification—ISCA's would have final approval for entry of sailors to the World Championships from their country;
   (8) The official language of the class is English.

Paul asked all World Council members to carefully review the draft Constitution and to send comments directly to him by January 1. A final draft will be compiled and mailed to Council members before it comes up for vote.

5. World Championship sites—Paul Odegard appealed to the World Council Representatives to assist with World Championship site selection. The Class would like to line up the World Championship sites two to three years in advance.

1988 Worlds—There is presently no site for the 1988 World Championships. Martinique was asked if they could host, preferably in the fall of 1988. The Martinique Sunfish Class was interested and will give an answer shortly. Ernie Kerel volunteered to assist Martinique with their organizing. (The Royal Nassau Sailing Club in the Bahamas has also shown an interest in hosting the 1988 Worlds in the fall of 1988.)

1989 Worlds—Peru has submitted a bid to host the 1989 Worlds. Prefered dates are February/March or October/November.

1990 Worlds—Curacao is interested in hosting.

The meeting adjourned at 11:20 pm. Respectfully submitted,

Lee Parks
Executive Secretary
SUNFISH CLASS TAKES ON THE NEW YORK BOAT SHOW

by Charlot Ras-Allard

With the "Sunny" safe and sound in the cellar for the winter (except in Barrington), sailors, and those who wish they were, flocked to the 78th Annual New York Boat Show at the Jacob Javitz Convention Center. This time, the International Sunfish Class Association was there.

Several Class officers and a few avid racers from the area were recruited to promote the Class during the heavily traveled hours of the show. And, courtesy of Alcort Sailboats, Inc., their admission was complimentary.

"As far as I can recall, the Class has never done this at one of the shows," said Class publicity chairman Chariot Ras-Allard. "It's the grass roots approach to getting people interested in Sunfish sailboat racing."

Others who worked four-hour shifts, mostly on weekends, included: Paul-Jon Patin of Sayville, New York; Dave Denison of Blue Point, New York; Courtney Young, Jr. of Monroe, New York; Dave Davies of Middletown, New York; Scott Greenbaum of Stamford, Connecticut; U.S. Class president Will White; ISCA World Council president Paul Odegard; and current World Champion Bruce Sutphen who now resides in Summit, New Jersey.

"I really felt good about firing up all the younger sailors that came by the Alcort booth and just helping the 'Fish' to grow," said Sutphen of the boat show. "A trio with a father, son and grandfather came over to see the boats. When the son found out I was world champion, he yelled out, in a total Brooklyn accent, 'HEY CHAMP! I thought I was Mike Tyson for a minute.'"

The "racing reps" worked side by side with the area dealers, who were selling the boats. The dealers referred all those who had a boat and were interested in racing to the racers while the racers pointed the prospective customer in the right direction. Many people who came by already had a boat but didn’t know how to get started racing. A few even thought the North Americans were only open to the top sailors (they’re open to all). The racing reps had a fun time correcting these notions and sharing their excitement.

Many of the people the Class members spoke with said they had their fill of the expense and maintenance of owning a larger sailboat. Now, they are rediscovering what Class members have known all along: Sunfish sailboat racing is a lot of fun!

Bruce Sutphen, right, talking with future racers at the 1988 New York Boat Show. Photo by Charlot Ras-Allard.

SALES ★ ACCESSORIES ★ PARTS ★ REPAIRS ★ RENTALS

<table>
<thead>
<tr>
<th>SANDMASTER DOLLY—$139.00</th>
<th>ALUMINUM HAND DOLLY—$285.00</th>
<th>BOAT DOLLY—$124.00</th>
</tr>
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<tbody>
<tr>
<td>Model Number SD-170</td>
<td>Model Number 300TD</td>
<td>Model Number RD-4</td>
</tr>
<tr>
<td>* Fits Sunfish, Force 5, Zuma,</td>
<td>* Designed to transport small</td>
<td>* Heavy-duty anodized aluminum tubing</td>
</tr>
<tr>
<td>Phantom, Laser, Laser II,</td>
<td>sailboats up to 15 feet and up</td>
<td>* Self aligning bunks are fully carpeted</td>
</tr>
<tr>
<td>Holder 12</td>
<td>to 300 pounds.</td>
<td>* Polypropylene straps fitted with quick-release Delrin buckles</td>
</tr>
<tr>
<td>* Anodized Aluminum Frame</td>
<td>* Foam Filled Wheels</td>
<td>* Wheels are 16 x 4 fully pneumatic tires mounted on plastic wheel centers</td>
</tr>
<tr>
<td>* Stainless Steel Hardware</td>
<td>* It Floats</td>
<td></td>
</tr>
</tbody>
</table>

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FUNDAMENTAL COMPONENTS OF A TRAINING PROGRAM
by Jane A. Kent, Ph.D.

Regardless of class or fitness level, there are certain principles of physical conditioning which must be adhered to in order to realize improvements in performance. Primary among these principles are those of:
- Frequency
- Intensity
- Duration

Exercise must be of sufficient Frequency to elicit an improvement in capacity. One workout a week is an insufficient stimulus. Three workouts per week are minimal and 4 to 5 workouts are probably optimal for sailors.

Likewise, the Intensity of each workout must be high enough to produce a change. A gentle stroll through the park or lifting extremely light weights will be a waste of time if what you are seeking is a significant increase in cardiovascular endurance or muscle strength. Your heart rate is an excellent indicator of Intensity during an endurance workout. A good target heart rate for each endurance workout is roughly 75-85% of your predicted maximal heart rate (PMHR), which can be found by subtracting your age from 220. For example, my target would be:

\[
\text{.75 (220-30)} = 143 \\
\text{.85 (220-30)} = 162
\]

Therefore, 15 minutes into my run, for example, my heart rate (taken by my wrist) should be between 143 and 162 beats per minute. For greater accuracy, take your pulse for 15 seconds and multiply by 4. It is a good idea to vary the intensity of your workouts from day to day; one day working at the lower end of the target range and the next time working at the higher end.

The third principle of training is that of Duration. Each workout must be long enough to allow the various systems of the body to "get up to speed" and then to maintain the pace for a prolonged period of time. This is most true for endurance training, both for cardiovascular and muscle endurance. A minimum recommended duration for endurance workouts is 20 minutes. Thirty to forty-five minutes is probably optimal for sailors. Keep in mind that the longer your endurance workouts, the more fat you will burn off. As with the intensity, you may want to vary the duration from day to day within the 30-45 minute target range.

With these principles of training adaptations in mind, you can design your own training program. Following are the essential components of an Olympic sailor's training program, roughly in descending order of importance:

- Good nutrition—daily!
- Flexibility—a result of daily stretching
- Cardiovascular endurance—run, bike, swim, etc., 4-5 times per week for 30-45 minutes each time
- Muscle endurance—results from using a hiking bench (for the legs) and/or weights for 20-45 seconds (for the arm exercises); 3-5 times per week
- Muscle strength and/or bulk via standard weight lifting (free weights, Universal, etc.); 3-4 times per week

A final note—remember to begin each workout with a warm up and end each one with a cool down (stretch)!

USYRU Olympic Yachting Committee Sports Medicine and Science Program Recommended Reading List

- General
  - Stretching, by Bob Anderson
  - Fit or Fat, by Covert Bailey
  - Jonathan Livingston Seagull, by Richard Bach
  - The Sports Medicine Book, by Mirkin & Hoffman
  - Sports Medicine & Physiology, by Richard Strauss
  - The Physiology of Fitness, by Brian Sharkey
  - Overcoming Jet Lag, by Ehrat & Scanlon

- Nutrition
  - Nutrition: Concepts & Controversies, by Hamilton & Whitney

- Sports Psychology
  - Psychological Skills Training, Martens & Burton. Human Kinetics Pub., Champaign, IL
  - In Pursuit of Excellent, Terry Orlick. Human Kinetics Pub., Champaign, IL
  - Sport Psyching, Rushall, Pelham Press, London
  - Sail, Race and Win, Eric Twiname. Sail Books, Boston.

- This article is reprinted with permission from the author and the United States Yacht Racing Union.

NEW REGATTA PROMOTION POLICY
by Gail Turluck

To help control publication costs, provide equal opportunity to all regatta hosts for pre-regatta publicity, effective immediately only Class sanctioned events will be listed in the Dateline in the Windward Leg. A regatta organized too late to appear in the annual schedule may be listed in the Dateline. Class sanctioned regattas include Regional, National, Continental and World Championships. Regatta hosts are invited and encouraged to consider advertising their event in Windward Leg. A short but sweet classified may do your job, or you may consider up to a whole page advertisement. For rates, specs and requirements, write Gail M. Turluck, Windward Leg, 421 McKinley Street, Chelsea, MI, 48118.

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Windward Leg, 421 McKinley Street, Chelsea, MI, 48118.
CURACAO CHECKS IN

by Julia Smeulders

What is unique about Curacao is the area in which we sail. Spanish Water is a large inland lagoon surrounded by hills and connected to the ocean by a narrow channel. Locally named hazards, such as Goat Mountain (causing air turbulence), the Peanut Rocks (self explanatory), and Seagull Islands (watch out for those shallows) make for interesting if not always trouble-free sailing. Gales blow all year round! Not strictly true of course, but a fact that influences the ability of our own sailors to compete effectively in light air. Well, you can’t have it all ways. The sun does shine 99.9% of the time and we can go out in all weather without donning a wetsuit—a liberal coating of sunblock is the only protection necessary. Three enthusiastic clubs compete here almost every weekend in various classes. The Sunfish class is happily the best represented with around 30 participants in major events such as the Curacao Sunfish Championships. This past year has been an exceptionally active one for Curacao Sunfish sailors, all competing for a place in the World Championships in Aruba. Since Aruba is only 15 minutes away by air, and with similar conditions to Curacao, the Curacao selection had high hopes—hopes that were shattered by the brilliant all-round sailor Bruce Sutphen. Curacao’s disappointment was tempered by the fact that Bruce’s first place was well and truly deserved.

Alex Roose, President of the Curacao Sunfish Sailing Association, is making plans to offer to hold the Worlds here in 1990. Of course this means a load of preparatory work and organization. There is, however, one problem to be overcome before Curacao can be put on the map as far as the World Championship is concerned. Spanish Water, as described above, is unfortunately not large enough to set out an Olympic Triangle course. The alternative location is at sea in front of the newly constructed Sea Aquarium. Ideally situated, with a hotel next door and another being built even closer; long stretches of sandy beaches and facilities for just about every type of watersport imaginable lie waiting for your enjoyment.

Two international sailboarding championships have already been held at the Sea Aquarium, so the C.S.S.A. can profit from their experience. But, unlike Aruba which lies on the continental shelf linking it with mainland Venezuela, Curacao is surrounded by deep ocean. Alex is very interested to hear from anyone who has been able to solve the problem of anchoring buoys in deep water (up to 1650 feet), a mile and a half out to sea with strong winds reaching 30 knots at times. Winds tend to be constant from an easterly direction. Unpredictable currents at different depths and the steep gradient of the ocean bed are additional complications. The difficulty of setting out the buoys in deep water and, if necessary, changing their location at the last minute due to wind shift, was the bugbear that plagued the sailboarding championships. Any advice on the solving of this problem would be much appreciated. Suggestions please to Alex Roose, Redaweg 72, Curacao, Netherlands Antilles, Caribbean.
MEMBERSHIP COMMITTEE REPORT

by Larry Cochran

The membership fees were raised for 1988 and are set out in the table below. All 1988 dues paying members have received or will receive a letter explaining the reasons for the dues increase. In 1987 many Registration and Membership Forms were distributed showing the 1987 fees. If you have any of these forms, please discard them. New forms have been printed and are available from our ISCA office at P.O. Box 7-23, West Hartford, CT, 06107.

Please remember that only current members of ISCA can sail in Class-sanctioned events such as Regional, North American, Masters, Team Race, Womens and World Championships. Make sure you have your membership card with you when you register at these events, otherwise you will be required to pay for membership at the regatta. As an added benefit to ISCA members, many non-sanctioned regattas will offer lower entry fees to members who can show their membership card.

If you change your address please notify the ISCA office immediately. If you only give the Post Office your forwarding address mail will be returned at ISCA expense to give ISCA the new address. After this delay you will finally receive the mail, but ISCA will have paid three times the normal postage.

Last year membership increased to about 1700 members. There is great potential for much more growth, so encourage your Sunfish-sailing friends to join and enjoy the benefits of the Sunfish Class. Let’s break 2000 in 1988!

1988 ISCA Membership Fees

<table>
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<th>Registration</th>
<th>Renewal</th>
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<tr>
<td>Additional family member</td>
<td>$20 each</td>
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<tr>
<td>Outside U.S.: Single membership</td>
<td>$30</td>
<td>$30</td>
</tr>
<tr>
<td>Addional family member</td>
<td>$10 each</td>
<td>$10 each</td>
</tr>
<tr>
<td>Outside U.S.: Membership via National Class Association</td>
<td>$5</td>
<td>$5</td>
</tr>
</tbody>
</table>

1 Includes sail numbers. For all first time registrants.
2 For members at same address: One Windward Leg subscription, one Regatta Schedule, and one "Constitution and Bylaws" per family.
3 Individual membership cards provided.
4 Includes foreign postage and all benefits, but no sail numbers.
5 Provides membership card only.

ERRATA

Western Regional Representatives Harvey and Linda Atkinson noticed that their phone number was listed incorrectly in a previous issue. You may contact the Atkinsons either by writing to 127 Avocado Crest, Escondido, CA, 92025, or calling at (619) 747-7024.

NEW WILD-CARD POOL FOR THE SUNFISH WORLDS!

—MAYBE YOU CAN GO!

by Will White

Do you want to go to the 19th Sunfish World Championship in Nassau, The Bahamas, October 15-22, 1988? Last year, because of long delays in replying by qualifiers, many potential qualifiers could not be invited in time to attend the Sunfish Worlds in Aruba, and we did not fill the U.S. quota. This was sad, because many potential qualifiers who wanted to go could not.

This year, qualifiers have already been invited, and all POTENTIAL qualifiers were also invited to indicate if they will attend if invited. The deadline was April 30; only those who answered "YES" will be invited.

If you were invited but did not answer "YES"—or if you didn’t qualify at all—there is still a chance YOU can compete in the Worlds! For the first time, we are inviting every USA member (ISCA members who live in the U.S.A.) to sign up for a wild-card pool for possible invitations to the Worlds. Names will be drawn randomly from this pool on September 25 if there are still unfilled slots in our quota of 34. (Up until that time, qualifiers will have one month to reply to invitations. Acceptances will have to be accompanied by a deposit of a non-refundable $50 pre-registration fee.)

Remember, too, that you must be a 1987 and a 1988 member of ISCA to sail in the 1988 Worlds. So, if you want to try for a wild-card slot at the Worlds, complete and send in the attached form.

TO: United States Sunfish Class Association
P.O. Box 7-23
West Hartford, CT 06107

[ ] I was a member of ISCA in 1987.
[ ] I enclose $10 for my 1987 ISCA dues.
[ ] I have already sent in my $20 for 1988 dues.
[ ] I enclose $20 for my 1988 dues.
[ ] I need a set of sail numbers; enclosed is an additional $10.
Make checks payable to ISCA.

Name ______________________
Address ____________________
City: __________________ State: _____ Zip: ______
Phone: (Days) ______ (Evenings) ______
1988 AND 1989 WORLDS SITES CHOSEN

by Paul Odegard

Nassau, The Bahamas has been selected as the site for the 1988 Sunfish World Championship. The regatta will be sailed October 14-22 on Montagu Bay. Nassau was the site for the 1977 Worlds and attendees have pleasant memories of a super event, both racing on the water and socializing on shore. With the racing again on Montagu Bay, sailors will be close to several hotels and, for the gamblers, to the casinos on Paradise Island. Weather conditions are expected to be ideal for sailing competition and evening on-shore events with winds at 10-15 mph and temperatures in the 80's. Further weather and chart information is available from Tropic Isle Publishers, P.O. Box 611141, North Miami, Florida, 33261-1141.

The Championship will be organized by the Royal Nassau Sailing Club with assistance from the Nassau Yacht Club. John Dunkley will be event chairman. The invitation process for qualifiers from the United States has been started (see related story on page 10). Remember "It's better in the Bahamas," "Make Luff in the Bahamas," and "Eat More Conch."

A bid from Martinique (Claude de Laval) for 1988 was also considered. The Class rejected the bid due to difficulties anticipated in manufacturing the boats during the busy spring period at the factory and the marketing of used boats in the late summer. Martinique has been encouraged to resubmit a bid for 1990.

The 1989 World Championship will require a trip to South America to Pisco, Peru, located 250 km south of Lima. This location is ideally suited for a Championship with winds typically in the 15-20 kts. range, temperatures 73-76°, and featuring excellent accommodations and archeological tourist attractions close by. The Peruvian Sunfish Class Association (Max Zimmerman, President) has hosted several sailing events at this site over the years and all agreed it would be an excellent location for a World Championship. Paracas Bay is also noted as a sea wildlife preserve (sea lions, birds, etc.). Specific dates are not yet available, but expect the regatta to be in the fall.

HOUSING INFORMATION FOR THE 1988 NORTH AMERICANS

by Connie Morgan

Sailors needing housing for the week of July 9-16 to sail the North American Championship at Rehoboth Beach Sailing Association may contact any of the following for further information:

Crowley Associates Realty, Inc.
P.O. Box 465
Rehoboth Bay, DE 19971
Cathy Ribinsky, Rental Agent
(302) 227-6131 or (1-800) 242-4213

Anderson-Stokes
706 Rehoboth Ave.
Rehoboth Beach, DE 19971
Alma Ashley, Rental Manager
(302) 227-3821

Connie Morgan
P.O. Box 715
Rehoboth Beach, DE 19971
(302) 227-4881 (Home)
(302) 734-7595 (Work)

A weekly rental in the Dewey Beach area for the week of July 9-16 can run anywhere from $400 (small, plain cottage or apartment) up to $1000 (large, oceanfront townhouse). There are many motels in the area. MAKE RESERVATIONS EARLY! For information on motels and camping in the area, write to event chairman Molly Murray, P.O. Box 644, Lewes, DE, 19958.
Hiking straps . . .

A recent article in Windward Leg printed instructions for the installation of hiking straps in the Sunfish. Please note that any damage to the hull or cockpit tub/sole as a result of these straps is not covered under warranty. Warranty applies to product only as supplied by the factory.

Alcott Sailboats, Inc.
Waterbury, CT

Fun! Is a High Priority . . .

We here at the Austin Yacht Club have quite a Sunfish fleet now. We had a fleet some time back, but it pretty well faded by the mid-70's. I got several other keelboat sailors interested in the idea of starting a Sunfish fleet in April 1987. Our goal was to get some one-design racing in on Wednesday afternoons and not to have to race Lasers with our club's "rock stars.'

We put out an invitation to all club members with Sunfish to come join us. To insure that the "rock star" would have no interest in our fleet, we effected a "70 rule." The rule simply implies that our fleet is interested in individuals whose age plus waistline (or bustline!) total 70 or above. We also promised that we were going to put "HAVING FUN" as our primary objective.

AUSTIN YACHT CLUB
LAKE TRAVIS TEXAS

The first Wednesday we had five boats. By September our fleet had grown to 25! We averaged 8 boats every Wednesday. We had the largest one-design fleet with 20 boats in our Governor's Cup Regatta fleet of 120.

I could go on and on, but as you can see, I'm real excited about our fleet. We have a fun loving bunch of keelboat racers that have had more fun racing and being a part of a fleet than ever before.

Timothy R. Erwin
Austin, TX
Fleet #70
Austin Yacht Club

On Cloudy Windows and Broken Gaffs . . .

The window on my Sunfish sail was so clouded with water stains that visibility through it was nearly nil. None of the standard household cleaners helped at all. I then experimented with Armorall which restored the window to its original transparency. This has lasted for a year with no further cleaning. I cannot vouch for the long term use of this product, but so far there is no sign of plastic deterioration.

Perhaps somebody can tell me what I am doing wrong with another problem I had. At the Tampa Midwinters in 1987 I used a full Jens rig to compensate for my weight in about 25 knots of wind. When I capsized the upper boom broke. Returning to shore, I replaced the boom, went back out, capsized again and broke the new boom. Am I capsizing wrong or is it normal for the boom to break in these circumstances?

Edward E. Carney, Sr.
Sarasota, FL

Kudos . . .

Congratulations on your excellent editorialship of the Windward Leg. The Winter 1988 issue is the best yet. This issue "shouts out" the spirit, excitement and vitality of the Interna­ tional Sunfish Class Association. Reading it, at a time that we have a snow covered yard and below freezing temperatures, makes me impatient for summer and Sunfish fun.

We are a three boat Sunfish racing family with expectations that the youngest child will join the "team" after sailing school this summer. The whole family actively participates in our club's events and we enjoy the regattas hosted by other Sunfish fleets in the Mid­ Atlantic Region.

Our thanks to you for an excellent Class publication, to all the dedicated people who have built a strong Class association, the fun people who are ISCA members and regatta sponsors/participants, and to Alcott Sailboats, Inc. for both continuing to manufacture a great sailboat and for their support of the Class. You are all very important to me and my family.

Preston A. (Pal) Littleton, Jr.
Potomac, MD
Fleet #200, Rehoboth Bay
Bay Sailing Association

Tell-Tale Peepholes and Slanting Daggerboards . . .

It is my opinion that if we can make simple rule changes that permit modifications that require little or no cost and these modifications make the boat easier to sail, that these changes should be tested and given consideration for adoption.

IDEA NO. 1: Tell-tales attached to the sail are widely recognized as an aid to proper sail trim. However, the lee side tell-tails, which are the most critical, cannot be seen except by shadow, and then only when the sun is on the lee side. This is especially true when the sail is a dark color. In effect, it means that white, or light colored sails have an unfair advantage over boats with darker sails.

The A-Class catamarans use small clear plastic peep-holes in their sails so that tell-tales mounted on them can be seen at all times. I have experimented with 4" x 7" peep-holes, using three, and find them a distinct advantage. I can now watch both the windward and leeward indicators and trim accordingly. This was a zero cost modification, as I did it myself—a very simple job.

I propose that the Class allow up to three rectangular "peep-holes" to be installed in a sail, size not to exceed 4" x 7", and in any location desired.

IDEA NO. 2: As the wind increases, the center of effort moves aft causing weather helm. At times this is excessive and you get an undue amount of rudder drag. The correction now is to adjust the position of the gooseneck, an awkward and at times impossible task on the water. An alternate solution would be to move the center of lateral resistance to match the center of effort.

I have experimented with an old dagger­ board, trimming the forward upper edge of the board. The width of the board at the top is 8", and it becomes full width at the point where it extends below the well. This idea was borrowed from the Optimist Prams, but I believe the Snipes use it also.

This allows the board to be used vertically, for light air, and slanted back for heavier air. This is not an answer to every prayer, but it allows an adjustment over a range of two to three inches in the center of lateral resistance of the daggerboard.

I feel that this should be tested in conjunc­tion with the Plastic board/optimium board about which we are reading. If we are going to revise the board, this may be an important consideration. In the meantime, I suggest a rule change that would allow anyone to modify an existing board to include this feature. The cost would be zero, and all it takes is a cut with an ordinary hand saw.

William H. Nunn
St. Petersburg, FL

Will White Replies

You have some very original ideas for the Sunfish. Let me comment. Basically, the concept behind the Sunfish is that anything not specifically allowed in Bylaw 1 is prohibited. The objective is to keep the boat so one-design that one can take a new boat out of the box, tune up the position of the halyard, gooseneck and outwaists to fit one's sailing style, and go out and win races against boats with all the permitted modifications. There is some disagreement among the Class officers about whether this is, in fact, still true. I think it is. The permitted modifications are mostly for safety and ease of adjustment, not to add speed. The one exception is the shaping of foil edges.

Continued on page 13
**SAIL UPDATE**

by Gordon Geick

Since April 1987, several versions of prototype Sunfish sails manufactured by Gaastra in Hong Kong have been inspected and sail tested. All of these sails were found to be too flat and in some cases too small in sail area. No further Gaastra sail testing is planned at this time.

During the above period of time, ISCA requested, but did not receive, test sails from North Sails in Canada that were to be cut fuller than the current 3.9 ounce North sail. Alcort has arranged a meeting between North Sails, themselves, and ISCA officers which was to be held in Waterbury in March. In this meeting, we hope to determine if fuller sails can be furnished with uniformity from batch to batch or if a special racing sail is needed and is economically feasible.

Current Alcort production sails are available from North in 3.9 ounce cloth from Gaastra in several cloth weights. Gaastra is furnishing the patterned (designer) sails.

It is still the goal of ISCA to have current 3.9 ounce cloth sails equal in performance to the better performing sails that were previously made from 3.0 ounce cloth and that the 3.9 ounce sail then be frozen in shape thru the coming years.

Keep the faith.

**White Reply to Nunn, continued**

The windows for tell-tales are a good idea, but they do add cost. I would oppose them on that basis, but I must admit that I never found "woolies" on the sail of much help, because of the different wind patterns caused by the different spar configurations on either side of the sail.

The idea for cocking the daggerboard is ingenious, and as you say does not add expense. I don't believe we can consider a board shaped as you suggest to be within the rules, any more than we could allow one to cut off a foot or so of mast to avoid having to use a Jems rig for heavy air.

The plastic board appears to be dead. The ones tested in Bermuda last year mostly disintegrated. We're now investigating the idea of shaped wooden boards that meet the present rules, so that those who don't want to be bothered with carpentry can buy a competitive board.

I am forwarding your letter to our rules committee for review. Class members are invited to share their thoughts on these ideas by writing to Gordon Geick, ISCA Advisory Council Chairman, 15 Birch Knoll Road, Collinsville, CT 06022.

Will White

**USSCA President**

**Foam Flotation . . .**

I thoroughly enjoy racing the Sunfish and appreciate the ISCA efforts to continue the success of one-design Sunfish racing. I firmly believe that all the Class rules must be strongly enforced.

Is it permitted to modify a Sunfish? Specifically, I want to firmly establish that nothing can be done to reduce the weight of the boat such as the removal of the foam flotation.

Steve Majkut

**Tiverton, RI**

**Will White Replies**

There are rules governing what can be done to the Sunfish and still keep it legal for racing. They are contained in the Constitution and Bylaws which all ISCA members receive. Bylaw 1, Section 1 implies that anything not permitted by Bylaw 1 is prohibited. Paragraph 3.1.3 specifically prohibits removing foam from the hull.

Will White

**USSCA President**

---

**EXTRA! EXTRA!!**

Big winners at three early 1988 regattas. They are:

**MASTERS INTERNATIONAL CHAMPIONSHIP**

April 3-5, 1988

<table>
<thead>
<tr>
<th>Finisher</th>
<th>Points</th>
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<tr>
<td>Sonny Decosta</td>
<td>2(4-2-3-4-2) 15</td>
</tr>
<tr>
<td>Joe Blum</td>
<td>3(3-DN-14-1-2-1) 20.50</td>
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<tr>
<td>Jean Bergman</td>
<td>4(7-1-5-4-8-13) 24.75</td>
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<td>Eric Eker</td>
<td>5(22-2-4-7-6-4) 27</td>
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**Bermuda International Race Week**

May 2-6, 1988

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<td>Donnie Martinborough</td>
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<td>Don Bergman</td>
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<tr>
<td>Stephen Smudlers</td>
<td>4(10-1-1-2-9-4) 24.50</td>
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<td>Randall Swan</td>
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**MIDWINTER NATIONAL CHAMPIONSHIP**

April 9-10, 1988

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<tbody>
<tr>
<td>Bob Flesher</td>
<td>2(5-1-2-4-1) 9.50</td>
</tr>
<tr>
<td>Mike Catalano</td>
<td>2(26-3-2-7-3-13) 21</td>
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<tr>
<td>Nancy Heberder</td>
<td>3-22-1-5-9-7 28.50</td>
</tr>
<tr>
<td>Key West</td>
<td>4(15-6-5-10-2-6) 29</td>
</tr>
<tr>
<td>Michael Zare</td>
<td>5(18-9-5-11-9-10) 30</td>
</tr>
<tr>
<td>Timothy Hochuli</td>
<td>6(S-6-5-19) 30</td>
</tr>
</tbody>
</table>

**Full details to follow soon in the Summer 1988 issue of Windward Leg!**

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**MASTERS ODDS AND ENDS**

by Ray Dasch

Adrienne McCalley, a formidable contender on the course, wrote in the Winter 1988 Windward Leg that she likes Allen Bogert's scoring system that favors ages in the scores. Adrienne favors the Bogert system, and the traditional system that awards 1-2-3 prizes to five-year groupings. I can understand top-drawer sailor's frustration at being pigeonholed in small groups. I also understand the pleasure the rest of us who, for, lo, these many years, have comprised admiring (spelled envious) audiences for aforesaid top drawers, derive from receiving an award. One solution: use ten year groupings, or bigger ones if the size of the fleet so warrants.

Our thanks to Gail Murphy Heausler for mailing 435 notices of the Masters International to the list. Gail reports that the new crew she and Buzzy hired, Shannon Camille, aged eight months now, lent frequent vocal support. If you want to see Gail in action turn to page 12 in the Spring 1987 issue.

Mauricio Costanzo reports planning for the Masters International is pointing toward establishing dates and making hotel reservations for next winter. The regatta will be held in Puerto La Cruz on the Bay of Pozuelos.

Keep your eye on St. Petersburg as a future big-league regatta site. Myron Gilcher, Commodore of the Gulfport Yacht Club reports a sizable upsurge in Sunfishing. Among the latest of many names he has sent to the Masters list is new ISCA member Juana Grover. Myron writes, 'Juana is a turned-on, tuned-in Sunfish sailor...started sailing in December, 1987. She is now at the front of the pack. She is also President of the Florida Women's Sailing Association. Through her enthusiasm and drive she has talked at least six people into purchasing Sunfish. Ladies...her address is 4400 43rd St. So., St. Petersburg, FL 33731.**
**REGATTA NEWS**

**MIDWEST REGIONAL REGATTA**
Ephraim Yacht Club, Wisconsin August 9-9, 1987

<table>
<thead>
<tr>
<th>Results</th>
<th>Finishes</th>
<th>Total Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Bob Findlay</td>
<td>1-1-2 (B1)</td>
<td>4.25</td>
</tr>
<tr>
<td>2. Scott Kyle</td>
<td>3-2-1 (7)</td>
<td>5.50</td>
</tr>
<tr>
<td>3. Bill Bergman</td>
<td>(5)-4-2-3</td>
<td>14</td>
</tr>
<tr>
<td>4. Don Bergman</td>
<td>(16)-4-3-3</td>
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<tr>
<td>5. Chris Lower</td>
<td>89-9-6-5-2</td>
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<tr>
<td>6. Cholek Hendron</td>
<td>(12)-17-7-5-1</td>
<td>21</td>
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<tr>
<td>7. Paul Wood</td>
<td>60-6-4-10</td>
<td>22</td>
</tr>
<tr>
<td>8. David Hastings</td>
<td>11-8-7-2</td>
<td>26</td>
</tr>
<tr>
<td>9. Bruce Sellars</td>
<td>21-10-15-3</td>
<td>28</td>
</tr>
<tr>
<td>10. Mike Layne</td>
<td>7-8-10</td>
<td>33</td>
</tr>
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**COLORADO STATE CHAMPIONSHIP**
Lake Woodmoor, Monument, CO
August 29, 1987

<table>
<thead>
<tr>
<th>Results</th>
<th>Finishes</th>
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<tr>
<td>1. Curt Ormond</td>
<td>1-1-1-D</td>
<td>2.25</td>
</tr>
<tr>
<td>2. Fred Brown, M.D.</td>
<td>2-1-1-D</td>
<td>3.75</td>
</tr>
<tr>
<td>3. Dennis Ryder</td>
<td>3-2-6-2</td>
<td>7</td>
</tr>
<tr>
<td>4. Craig Carris, M.D.</td>
<td>2-4-9-3</td>
<td>8</td>
</tr>
<tr>
<td>5. Chris Alexander</td>
<td>4-8-3-6</td>
<td>12</td>
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<tr>
<td>6. Pete Nelson</td>
<td>7-5-5-4</td>
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<tr>
<td>7. Sam Bonn</td>
<td>(DNF)-7-8-6</td>
<td>21</td>
</tr>
<tr>
<td>8. Crockett Jeffers</td>
<td>6-9-3-4</td>
<td>22</td>
</tr>
<tr>
<td>9. Will Perham</td>
<td>8-9-7-8</td>
<td>23</td>
</tr>
<tr>
<td>10. Jim Sawatski</td>
<td>9-DNF</td>
<td>27</td>
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</tbody>
</table>

**COLORADO SPRINGS, CO**

**JUNIORS**
- Crockett Jeffers
  - 1-2-3-D | 3.50
- Mike Emmert
  - 2-1-1-D | 4.75
- Josie Brown
  - 3-2-1-D | 6.75

**COMMODORE'S CUP**
Rehoboth Bay Sailing Association, DE
September 5, 1987

<table>
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<tr>
<th>Results</th>
<th>Finishes</th>
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<tr>
<td>1. Jeff Hastings</td>
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<tr>
<td>2. David Hastings</td>
<td>2-0-1</td>
<td>4.75</td>
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<tr>
<td>3. Indian Beach, DE</td>
<td>3-4-1</td>
<td>10</td>
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<td>4. Rob Davis</td>
<td>4-3-5</td>
<td>12</td>
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<tr>
<td>5. Barry Pierce</td>
<td>5-5-6</td>
<td>16</td>
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<tr>
<td>6. Pat Litton</td>
<td>6-6-7</td>
<td>19</td>
</tr>
<tr>
<td>7. Susan Ben</td>
<td>10-6-4</td>
<td>22</td>
</tr>
<tr>
<td>8. Bethesid</td>
<td>7-9-8</td>
<td>24</td>
</tr>
<tr>
<td>9. Potomac, MD</td>
<td>8-7-10</td>
<td>25</td>
</tr>
<tr>
<td>10. Bill Bartosh</td>
<td>9-11-11</td>
<td>31</td>
</tr>
<tr>
<td>11. Diana Mehl</td>
<td>14-10-9</td>
<td>33</td>
</tr>
<tr>
<td>12. Pennsauken, NJ</td>
<td>12-12-12</td>
<td>36</td>
</tr>
<tr>
<td>13. Jason Tiffany</td>
<td>15-14-13</td>
<td>43</td>
</tr>
<tr>
<td>14. Molly Murray</td>
<td>13-13-DNS</td>
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**POCONO CHAMPIONSHIP**
Lake Wallenpaupack YC, Tafton, PA
September 28, 1987

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<th>Results</th>
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<tr>
<td>2. Tom Rase</td>
<td>1-2-0-2-3</td>
<td>9.95</td>
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<td>3. Don Sensenig</td>
<td>3-3-0-4-5</td>
<td>10</td>
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<tr>
<td>4. Chip Unitted</td>
<td>4-4-4-5-7</td>
<td>12</td>
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<tr>
<td>5. Dave Davies</td>
<td>5-5-7</td>
<td>13</td>
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<tr>
<td>6. Mark Mele</td>
<td>10-9-10-9</td>
<td>14</td>
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<tr>
<td>7. Elizabeth Schneider</td>
<td>9-7-14-6-6</td>
<td>19</td>
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<tr>
<td>8. John Nordhorst</td>
<td>11-6-10-11</td>
<td>24</td>
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<tr>
<td>9. Jon Rousset</td>
<td>12-5-10-9-9</td>
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<tr>
<td>10. John Bret</td>
<td>10-13-9-8</td>
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<tr>
<td>11. Matt Bissel</td>
<td>12-9-10-12</td>
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<td>12. Steve Brown</td>
<td>16-13-10-14</td>
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<td>13. Frank White</td>
<td>16-5-10-14</td>
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<td>15. George Seay</td>
<td>5-5-5-5</td>
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<td>16. Rich Campbell</td>
<td>DF-DF</td>
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<tr>
<td>17. Steve Bradley</td>
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<tr>
<td>18. Charles Knapp</td>
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<tr>
<td>19. Cathy Schneider</td>
<td>DF-DF</td>
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**SOUTHWEST REGIONAL CHAMPIONSHIP**
Houston Yacht Club, Houston, TX
October 3-4, 1987

<table>
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<tr>
<th>Results</th>
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<td>1. Gregg Plunkett</td>
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<td>2. Malcolm E. Jones</td>
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<td>3. Jeff Parke</td>
<td>6-3-3-6</td>
<td>23</td>
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<tr>
<td>4. John Fickel</td>
<td>8-5-8-3-6</td>
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<tr>
<td>5. Paul Vogel</td>
<td>6-8-5-5</td>
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<tr>
<td>6. Ashley Beatty</td>
<td>5-9-5-1-7</td>
<td>26</td>
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<tr>
<td>7. Becky Poole</td>
<td>9-9-5-4-9</td>
<td>29</td>
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<td>8. Per Hufn</td>
<td>2-7-8-9-15</td>
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<tr>
<td>9. Kurt Gordon</td>
<td>11-11-14-8-9</td>
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<tr>
<td>10. Richard C. Cacavovich</td>
<td>10-12-11-10-5</td>
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<tr>
<td>11. John A. Smith</td>
<td>6-8-10-13-14</td>
<td>49</td>
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<tr>
<td>13. Curt Ormond</td>
<td>14-10-14-11</td>
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<td>14. Craig Carris</td>
<td>13-14-9-16-14</td>
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<tr>
<td>15. Robert Healy</td>
<td>12-16-15-12</td>
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<tr>
<td>16. Fred Brown</td>
<td>(DNF)-15-16-12</td>
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</table>

**JUNIORS**
- Marc Schneider | 1-2-1-2 (DNF) | 7.50 |
- George Parker | 3-5-2-5 | 15.75 |
- Mike Emmert | 3-5-4-1-8 | 17.75 |
- Bryan Call | 6-7-1-2 | 18.75 |
- Karla Rieke | 6-8-4-1 | 21.75 |
- Scott Elling | 10-10-3-2 | 33 |
- Rett Davis | 5-6-8-11-8-7-9 | 36 |

**HOMETOWN not available**

- John Breeding | 7-12-DNF | 43 |
- Will Stall | 16-9-14-11-6-2 | 44 |
- Jennifer Spears | 7-7-5-12 | 44 |
- Elizabeth Kratzig | 4-8-8-10 | 48 |
- Cora Tiller | 10-13-4-14 | 47 |
- Karla Rieke | 11-14-DNF | 54 |
- Robert McFaran | 12-17-DNF | 58 |
- Michael Zoller | 14-10-14-16 | 65 |
- Evan Copeland | 13-15-11-13-13 | 65 |
- Lance Ewing | 19-17-16-16 | 71 |

**NOTICE**

- Larri Emsen | 1-2-3-2-1 | 6.25 |
- John Beckman | 2-1-1-4-5-3 | 10.20 |
- Chad Bagnell | (5)-3-3-4-4 | 17 |
- Hunter Smith | 3-5-5-7-25 | 20 |

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Top five at the Pocono Championship at Lake Wallenpaupack Yacht Club are (left to right): 1st—Stephen Manson, 2nd—John Meyer, 3rd—Don Sensenig (also won North Jersey YFA Championship Trophy as first NUYRA finisher), 4th—Chip Unitted, 5th—Dave Davies. Photo by Nancy E. Dotter.
LONG ISLAND FROSTBITE SUNFISH CHAMPIONSHIP
Hempstead Bay Sailing Club, Flett #443, Island Park, NY
November 14, 1987
18 boats

1. Brian Weeks Patchogue, NY Finishes: 6-3-1-4 Total Points: 15.75
2. David Weeks Patchogue, NY 5-6-4-5 25
3. Ira Cohen West Hempstead, NY 5-10-6-3 27
4. Lou Goldman Oceanaside, NY 17-5-1-3 27.75
5. John Mayer Yorkers, NY 1-3-5-11-14 29.50
6. Hugh Malone Long Beach, NY 2-6-9-5-17 37
7. Marty State Island Park, NY 4-2-7-13-13 39
8. Charlee Paiz-Ald Ren din, CT 25-11-4-1 40.75
9. Al Bernstein Lynbrook, NY 7-12-11-6 46
10. Beth Fletcher Brooklyn, NY 8-13-10-12-6 49
11. Jonathan Maitz Merrick, NY 9-7-13-14-9 52
12. Neil Gossburg Long Beach, NY 12-8-12-9-11 52
13. Lenny Pearl New York, NY 13-15-10-10 52
14. Gill Lewis Long Beach, NY 11-14-17-7-7 56
15. Mike Mossberg Queens, NY 15-10-8-15-12 60
17. Martin Fletcher Copague, NY 15-17-14-17-18 80

TURKEY TROT REGATTA I
Sea Cliff Yacht Club, Sea Cliff, NY
November 15, 1987
14 boats

1. Melissa Shapton Sea Cliff, NY Finishes: 1-1 Total Points: 1.50
2. Ira Cohen Long Beach, NY 3-4 7
3. Monty Levin Long Beach, NY 2-7 9
4. Peas Bettle Glen Head, NY 4-6 11
5. Brian Dougherty Sea Cliff, NY 11-13 14
6. Steve Shapton Sea Cliff, NY 13-2 15
7. Ernie Frank Sea Cliff, NY 9-9 17
8. Jim Freebody Glen Head, NY 10-8 18
10. Hugh Malone Long Beach, NY 5DF 21
11. Jack Williams Glen Head, NY 7DF 22
12. Mike McCarthy Glen Head, NY 12-10 22
13. L. Lewis Long Beach, NY 11-14 27
14. J. Donovan Long Beach, NY 12-10 22
15. Bill Stoller Long Beach, NY 9-9 17
16. Jim Freebody Glen Head, NY 10-8 18
17. Tim Evenson Sea Cliff, NY 9-11 20
18. Steve Shapton Sea Cliff, NY 13-2 15

SOUTHEAST REGIONAL CHAMPIONSHIP/ 15th ANNUAL RED LOBSTER CUP
Lake Monroe, Sanford, FL
December 6-4, 1987
40 boats

1. Nancy Haberland Satellite Beach, FL Finishes: 1-1 Total Points: 3.50
2. Donny DeCosta Satellite Beach, FL 5-2 12.00
3. Dan Crider Clearwater, FL 6-6-7 19
4. Steve Honor St. Petersburg, FL 210-8 20
5. Tim Hochuli Casselberry, FL 3-19-3 22
6. Morris Pachall Lutherville, ND 8-5-9 22
7. Eric Erickson Enterprise, FL 4-17-3 24
8. Bob Blaydes Boca Raton, FL 10-9-6 26
9. Jerry Burns Lake Worth, FL 7-8-11 26
10. Tom Hamilton Miami, FL 14-12-1 26.75
11. Marianne DeCosta Clearwater, FL 9-7-3 29
12. Jamie Quattrone Maitland, FL 16-14-11 31
13. John Ros-Allard Darien, CT 13-20-10 43
14. Donald Ackerman Palm Coast, FL 15-13-14 46
15. Mark Jordan Mt. Pleasant, SC 17-14-17 47
16. Will VanCleaf Isle of Palms, SC 12-4-30 48
17. Randy Luster Tampa, FL 21-15-12 48
18. Gail M. Heasler Tampa, FL 15-19-15 49
20. William Haberland Satellite Beach, FL 11-17-10 66
21. Stuart Shadbolt Melbourne, FL 22-25-21 69
22. Dan Sheldon Orlando, FL 24-23-22 69
23. Tony Dwyer Palm Harbor, FL 31-2-28 71
24. Angel Luster Tampa, FL 20-21-14 81
25. Peter Tannen St. Petersburg, FL 29-33-19 81
26. Barbara Hall Dunedin, FL 26-30-26 82
27. David Monig Orlando, FL 28-28-28 82
28. Kevin Rast 25-28-30 83
30. David Eastman Tallahassee, FL 32-29-25 86
32. Bob Hall Dunedin, FL 35-31-27 93
33. Scott Evans South Norwalk, CT 30-24-DN 94
34. Ernie Yarbrough Orlando, FL DN-20 100
35. Lorraine Delavitt Palm Harbor, FL 22-24-DN 102
37. Bobbi Davis 34-34-DN 108
38. Tom Gleason 34-34-DN 120
39. Shirley Jones Fl. Lauderdale, FL 120
40. L. F. Dwyer Palm Harbor, FL DN-0-DN 120

SUNFISH VIDEOTAPES—Available from the U.S. Sunfish Class Association, videotapes of the First World Championship in St. Thomas, the Third World Championship in Bermuda, and "Sail to Freedom," the most beautiful sailing movie ever made (all about Sunfish, with a few Force 5's for added excitement). VHS or Beta, $39.95 each, $10 refunded if returned in two weeks. Proceeds benefit the Class. USA, 69 Waterside Lane, West Hartford, CT, 06107.

POSTERS, T-SHIRTS, FLASHLIGHTS—All carry graphics for the 15th Sunfish Connecticut River Classic. Poster, considered the best ever: $4.95. T-shirt, same graphics, M, L, and XL (no small): $9.95. Flashlight is flat, about the size of cigarette pack, and includes batteries: $4.45. Add $1.95 postage and handling for each. Great gifts! Proceeds help the Class. USA, 69 Waterside Lane, West Hartford, CT, 06107.
TOTE-A-BOAT™
A quality heavy-duty hand trailer for easy-in and easy-out launching of small boats to 14 ft. in length and up to 300 lbs. in weight.
- Aluminum, stainless steel, quality construction.
- Stainless steel axles.
- Wheels with 13 x 6.5 pneumatic Turfsaver wide-tread tires available.
- No-Mar rubber hull supports.
- Balanced—launch small boats with safety and ease.

TINY-TOTE™
A two-wheeled thru-the-daggerboard slot dolly and launcher.
- Aluminum, stainless steel, quality construction.
- Stainless steel axles.
- Wheels with 13 x 6.5 pneumatic Turfsaver wide-tread tires available.
- No-Mar rubber supports.
- Detachable U-Bar for boats without centerboards.

SUNFISH BOAT LAUNCHER

DISPOSABLE YACHT TIMER
by Paul Odegard

I was pleasantly surprised recently to receive a piece of "junk" mail that actually sounded too good to be true—but it is so good that it merits passing along to other sailors. It looks like we have finally progressed to the age of an inexpensive, disposable countdown timer. The Quartz Timer may be set from one second to 99 minutes, 99 seconds. Counts down so you can see how much time is left, sounds a loud, one minute beep when time is up. Plastic case, replaceable battery included, 2'' x 2''. To order Item #93G for $7.95, call Carol Wright Gifts, 1-800-228-0169. The price for this imitation Heuer yacht timer is right. Of course, this kitchen timer is not waterproof. I have had good luck protecting timers with a "water-proof" diver's pouch. The EWA-Watersafe Survival Pouch is described as the toughest, best sealed, transparent, double PVC laminated pouch. Water and corrosion proof. Item #320 is a 6'' x 9'' Medium pouch which sells for $18.95. Item #330 is a 9'' x 12'' Large pouch which sells for $21.95. Order either pouch from Ericson Marketing Co., by calling 1-800-367-1000. The combined cost of $26.90 is tough to beat!