KYLE’S STREAK CONTINUES AT MIDWINTERS

USSCA President Scott Kyle, presently from LaJolla, California, added the Sunfish Midwinter Championship to his string of major Sunfish titles. Coupled with his recent World and North American Championships, he now holds all the major class championships. He plans to defend two of his titles this summer.

The Midwinter Championship was a splendid Regatta held at the Patrick Air Force Base, Satellite Beach, Florida. Nine races were sailed over three days on March 22-24. The weather was perfect and winds were varied. Four races were sailed in strong breezes, one in moderate and four in light winds. The Regatta Chairman, Bill Haberland, organized a well coordinated event while Race Chairman, Tim Hotchkiss, ran flawless modified olympic races under the changing conditions.

Kyle had to overcome a seventy-three boat fleet that was filled with experienced Sunfish competition. The major obstacle for Kyle was Bermuda’s Malcolm Smith. After four races they were dead even, exchanging first and seconds. It was in the fifth race that Kyle opened up a little room. Smith tried to pick up some streaks that were evident on the right side before the start but they never materialized on the first leg and he had to fight back to 19th. This race followed by another first by Kyle put him in the driver’s seat for the rest of the weekend. Smith did come back in the seventh race and managed to beat Kyle with a boat between them, allowing him to enter the last day 1 1/2 points apart with a drop. The first race of the last day proved to be the final race required by Kyle. Smith, who again had fallen into the twenties on the first beat, could only recover to sixth, two behind Kyle which was not enough to engage Kyle into a last race duel.

continued on page 2

BLOUIN WINS THE INTERNATIONAL MASTERS

The Sunfish Masters was hosted for the third time by the Miami Yacht Club and again...it was a great success!

Thirty four sailors participated from all over the United States and Bermuda. The weather was great, (84 and somewhat cloudy with a good strong breeze), and everyone had a great time. It was such a friendly regatta that only one protest was filed and none was disqualified.

Twelve races were held over a three day regatta on two different races courses. At the end of the regatta there was a long distance race to see if everyone could navigate without a loran and satnav.

The best part of the regatta was the party held at Mike Catalano’s house, Friday night. Everyone enjoyed the back yard barbecue on a beautiful moonlit night. The highlight of the party was a special “boat race” in the pool. After everyone had lots to eat and a little bit to drink, a table was set up with lots of paper, foam meat trays, tongue depressors, tape, popsicle sticks, glue, string, cardboard and all kinds of strange stuff. Everyone was given exactly 18 minutes to make their own “sailboat” from anything they found on the table. The engineers did the worst job. Their boats sank immediately or were so slow they couldn’t win anything. The artists made good looking boats that couldn’t sail worth a darn. Everyone else just made ugly boats.

At the start of the race, each team of two had to fan their boat across the pool to their partner who was on the other side. The partner had to then fan it back. Each team member was given two palm fronds and a scissors so that the frond could be custom designed for maximum performance. What a sight...40 people on each side of the

Continues on page 3
SUNSHINE MIDWINTER CHAMPIONSHIP
PATRICK AIR FORCE BASE
SATELLITE BEACH, FL
76 Boats
March 22-24, 1991

1. Scott Kyle
Winona, IL
1-2-1-21-1-3-4-14(14)
14
2. Malcolm Smith
Bermuda
2-1-1-2-1-9-11-76(77)
33.25
3. Eduardo Cordero
Venezuela
3-4-4-4(44)-6-12-11
47
4. Rod Koch
St. Petersburg, FL
7-12-7-6-11-(14)-4-16
54.75
5. Alan Beckwith
Weehawken, NJ
16-14-17-8-38-7-10-9
83
6. Don Bergman
Northbrook, IL
13-6-22-(15)-19-20-13-8
100
7. Nancy Haberland
Satellite Beach, FL
5-4-5-18(77)-11-10-15-22
102
8. Tony Elliott
Boca Raton, FL
13-15-17-16-18-17-18-20
109
9. Jeff Linton
Tampa, FL
9-74-(94)-5-4-3-3-2-1
111
10. Bob Folley
Glencoe, IL
1-8-10-8-27-9-7-36(77)
115
11. Dick Tillman
Merrill Island, FL
21-7-9-15-(49)-10-5-7-12
116
12. Harry Leopold
Arlington Heights, IL
17-19-21-23-21-21-17-18-12
146
13. Bruce Stuphen
San Diego, CA
14-74-(74)-12-13-4-6-8-13
156
14. Tucker Thompson
Rehoboth Beach, DE
22-21-(74)-22-22-12-29-21
157
15. Charlie Clifton
Sarasota, FL
17-9-13-14-3-7-15-16-17(17)
170
16. Don Sherman
Oxmoor, AL
4-74-(74)-16-10-21-14-22
171
17. Mark Taylor
Tampa, FL
10-20-20-25-25-20-26-20
196
18. Will White
Baton Rouge, LA
19-13-15-(59)-24-30-35-32
210
19. Tom Rasor
Hugo, MN
18-11-15-46-(73)-30-28-37-23
226
20. Louis Oliveira
Plantation, FL
30-35-24-45-40-42-39
243
21. Gerald Callahan
Begland Lake, ME
34-17-20-28-39-20-25-34
244
22. Eric Erickson
Enterprise, FL
250
23. Tim Hodchall
Cassellberry, FL
74-74-(74)-9-23-23-32-20-4
280
24. Peter Smelders
Coranoc, N.A.
74-74-74-29-26-34-24-45-30-26
250
25. Michael Brown
Dania, FL
9-22-22-(53)-29-45-33-34-6
251
26. Hank Sarge
Baton Rouge, LA
74-74-(74)-28-18-15-11-18
251
27. Sonny DeCosta
Clearwater, FL
23-27-(74)-29-26-30-31-40
280
28. Tim Hotchkins
Daytona Beach, FL
47-42-74-(74)-34-19-31-32-30
310
29. Joe Coffin
Oldsmar, FL
56-34-30-(67)-53-53-37-15
312
30. Andrew Swan
Mt. Pleasant, SC
51-37-31-41-52-89-59-25-18
315
31. Don McIvor
P.O. Box 128
Windward, CA
5-28-36-41-34-40-57-70-65
341
32. Brian Best
Stuart, FL
5-2-74-(74)-51-30-28-29-42
344
33. Mike McVickey
Tampa Fl.
357
34. Cindy Clifton
Sarasota, FL
37-24-21-61-55-47-56-39
381
35. John Kuskey
New York, NY
404
36. Jeff Baker
Arlington Heights, IL
33-29-74-63-59-44-50(77)
407
37. Kennerey
Commonwealth, KY
6-2-74-(74)-52-51-71-61-25
421
38. Jan Raster
Hugo, MN
8-74-8-66-24-61-59-23
422
39. Jan Raster
Hugo, MN
34-74-74-63-61-59-29-32
424
40. John Fraggis
Newport, RI
404
41. Paul Oedgar
Cincinnati, OH
20-74-(74)-60-62-41-62-35
420
42. Scott Jamieson
Port St. Lucie, FL
37-74-57-41-52-57-38-30
436
43. Dick Heiting
Miami, FL
15-34-30-64-61-52-47-39
440
44. Edward Carney
Sarasota, FL
74-74-(74)-63-30-61-52-47-39
440
45. Matthew Wynne
Wilmington, NC
74-74-(74)-39-51-77-54-44-77
447
46. Edward Novell
Wilmington, NC
41-74-(74)-30-54-64-69-45
443
47. James Leibl
Jacksonville, FL
74-74-74-51-33-49-58-57-47
457
48. Norm Radcliff
Merritt Island, FL
3-41-62-43-48-63-53-51
463
49. Mike Mias
Lake Worth, FL
463
50. Sarah Baker
Austin, TX
463
51. Ronald Pletsch
New Smyrna Beach, FL
74-74-74-54-59-31-60-70-48
485
52. Norton Hutchinson
Oyster Bay, NY
20-74-(74)-69-66-60-67-62
491
53. Stuart Shadbolt
Melbourne, FL
74-74-74-68-77-69-(77)-65-54
555
54. Bonnie Spokane
Tampa, FL
74-74-74-68-77-69-(77)-65-54
555
55. Brenda Shadbolt
Tampa, FL
74-74-74-71-71-(77)-70-57-58
558
Tampa, FL
74-74-74-77-77-77-77-77-77
607
57. Joseph Alter
Daytona Beach, FL
74-74-74-77-77-77-77-77-77
607
58. Charles Smith
Windsor Locks, CT
74-74-77-77-77-77-77-77-77
607

At the Midwinters—(L to R) Ella Haberland, Alan Scharfe and Tim Hotchkins-R.C.
continued from page 1

The trophy winners at the 1991 Midwinters

SPONSORS ANYONE?

The Class, in its efforts to keep the World Championship at the level of previous years, is looking for a “Title Sponsor” commitment for the next year or next four years. This request is to corporate sponsors who will make a large donation in exchange for their name to be used as part of the World Championship title. They will also be afforded many other advertising and merchandising opportunities.

If anyone knows of any corporation or an individual in any corporation that may be interested, please pass the information along through the Class office. We are also looking for smaller donations with less exposure if a title sponsorship is not feasible. You can make a difference, please let us know. THANKS!

Winner Scott Kyle with Base Commander Col. Frey, Bill Haberland and Tim Hotchkiss. -Photo by Linda Tillman

INTERNATIONAL MASTERS
Miami Yacht Club
Miami, FL

33 Boats
March 14-17, 1991

1. Joe Blouin
2. Charlie Clifton
3. Don Bergman
4. David Frith
5. Harry League
6. Bill Haberland
7. Tom Raster
8. Bill White
9. Cindy Clifton
10. Charles Branning
11. Eric Erickson
12. Jack Aldis
13. Lois Blodgett
14. Paul Odegard
15. Ray Buchanan
16. Tom Trump
17. Peter Van Dine
18. Joe Alter
19. Jerry Calahan
20. Mark Milnes
21. John Sherry
22. Norman Castle
23. Earl Gerloff
24. Norton Hutchinson
25. Donald Hoskins
26. Bob Bigham
27. Jim Campbell
28. Peggy Seeley
29. Jan Raster
30. Buddy Lopatin
31. Harold Cobb
32. Charles Huber
33. Adrienne McCalley

SUNFISH INTERNATIONAL MASTERS

AGE 40-49

1. Joe Blouin
2. Charlie Clifton
3. David Frith
4. Harry League
5. Tom Raster
6. Cindy Clifton
7. Mark Milnes
8. Tom Trump
9. John Sherry
10. Jim Campbell
11. Jan Raster

AGE 50-59

1. Don Bergman
2. Bill Haberland
3. Will White
4. Charles Branning
5. Paul Odegard
6. C. Peter Van Dine
7. Jerry Calahan
8. Donald Hoskins
9. Harold Cobb

AGE 61 and “OVER”

1. Eric Erickson
2. Jack Aldis
3. Lois Blodgett
4. Ray Buchanan
5. Joe Alter
6. Norm Castle
7. Norton Hutchinson
8. Earl Gerloff
9. Bob Bigham
10. Peggy Seeley
11. Buddy Lopatin
12. Charlie Huber
13. Adrienne McCalley

Mike Catalano,
Regatta Chairman

Windward Leg Spring 1991
MESSAGE FROM THE ISCA PRESIDENT

Once again it has been an interesting year. Starting last summer at the North Americans in Sayville, I was able to hand over the reigns of most of the Class administration to the new USSCA President, Scott Kyle. It is great to have such a wonderfully enthusiastic and capable successor. His desire to step up and take over, as well as he has, made my transition much easier. My change in roles has also allowed some time to reflect on my two years as USSCA President. I would like to thank all of the members who have passed along notes and comments in regards to my efforts of the last two years. You have made it all worthwhile and given me encouragement to continue into different Class endeavors.

Having left most of the Class administration behind, I have been able to concentrate, as ISCA President, on the World Championship. Due to economic pressures on the manufacturer, the class has had to take on a greater responsibility in the running of the World Championship, both administratively and financially. I never realized how good we had it for the past twenty years. Having attended fourteen of the last fifteen Worlds, I am grateful for being associated with a great Class and such a great tradition.

To continue that tradition, I started off my new office with a trip to Curacao. I was able to visit the regatta site, organizing staff, hotel manager, tourism department and even got to sail a little. With the knowledge of the great potential of the regatta site and organization behind me, I returned to the U.S. with the Class needing only funding, financing and boats to have another Worlds. Except for my engagement and subsequent marriage, this is what I have concentrated on for the last six months.

Through a contact in Curacao, we were able to make initial contact with Kodak Export, Limited. They are a division of Kodak, located in Miami, whose territory covers the Caribbean. After some initial phone meetings and an understanding of the potential of a good match, it was off to Rochester and the world of corporate sponsorship. Although I learned a lot about sponsorship in the U.S., what they want, the true costs of sponsorships as well as the benefits; the trips only result was to solidify our position with Kodak Export. Undaunted by lack of U.S. support, Kodak Export decided that the potential was there and committed to the title sponsorship allowing for the 21st Kodak Sunfish World Championship to take place.

Funding in place, the next hurdle was the boats and what to do with them after the regatta. With tremendous response of Curacao buyers, the Sea Scouts, and the help of the dealer network in the Florida area; this hurdle has been cleared. The last was the financing to cover the carrying costs involved with the purchase and delivery of 90 Sunfish. With the help and commitment of many, including mostly corporate support from Curacao and Pearson Sailboats themselves; the final financing is in place and the boats are in production.

It has been an interesting journey and I would like to thank all who have been working hard at making this regatta possible. Especially, I would like to mention Kodak, the Organizing Committee in Curacao (my fax friend, Alex Roose), Lee Parke, Pearson Yachts Small Boats and Bill Richards for their help. It is with this behind us that I look forward to the 21st Kodak Sunfish World Championship this summer.

—Alan Scharfe

KODAK SPONSORS SUNFISH WORLD CHAMPIONSHIP

Newport, RI – The International Sunfish Class Association is pleased to welcome KODAK Export Ltd. as the new title sponsor for the World Championship. The 21st KODAK Sunfish World Championship will be held August 4-11 in Curacao, Netherlands Antilles.

"With the Class's cooperation, KODAK is delighted to expand its commitment to sailing by supporting this premier event," said Michael McGinn, General Manager of KODAK Export Ltd. of Miami. "Our goals are to enhance the championship and highlight the top sailors from the Sunfish Class." KODAK Export Ltd., a subsidiary of the EASTMAN KODAK Co. of Rochester, New York, has the marketing and distribution responsibility of KODAK products and services for Bermuda, Belize, Central America, Ecuador and the Caribbean countries.

The International Sunfish Class Association will supply 90 brand new, special edition Sunfish sailboats for the event. Sailors from more than a dozen countries are expected including defending champion Scott Kyle of La Jolla, CA. At least four other former world champions are expected, making this the most competitive Sunfish event ever. A strong team of over thirty sailors from the U.S. will compete.

Organization of the championship is well underway by the Curacao Sunfish Sailing Association under the able command of President and Event Chairman Alex Roose. Dr. Roose is also President of the Antillean Yacht Racing Union, the national sailing authority for the Netherlands Antilles.

Steady 20-knot winds are predicted for August. The planned two races per day (for a total of 8) will be a true test of skill and endurance. The 90-boat fleet will start together on one line.

"KODAK's contribution to the World Championship will heighten the awareness of the event and raise the status of the Sunfish Class worldwide," stated ISCA President, Alan Scharfe (Newbury, MA). "The Sunfish Class is pleased to have established this relationship with KODAK."

Pre-qualification is required for entry to the Sunfish World Championship. Contact the ISCA office for more information: ISCA P.O. Box 128, Drayton Plains, MI 48335, (313) 673-2750.

ONE-DESIGN DINGHY AWARDED TO KYLE

Sailing World's editors presented their 1990 dinghy award for excellence in sailing to Sunfish class president Scott Kyle, who took the Sunfish Worlds and then went on to take the North Americans by winning four out of seven races! He also won the Inter-Class Solo championship.

Congratulations to Alan, Leigh and Christopher on their new life together.
PRESIDENT’S LETTER

The sailing season is upon us. Many members of the Class have been working hard over the winter to ensure that 1991 is the best season yet. The regatta schedule is full of fun and challenging regattas. The year kicked off with the Sunfish South Carolina, has taken on the role of National Junior Committee Chairperson. Dr. Robertson is joined by the current Junior North American Champion, Chad Stewart, who is acting as an advisor to the Committee. In addition, Mary Garrison from Winnetka, Illinois, and Betsey Culeman from Long Island, New York, are also serving on the Committee. Each has extensive experience in coordinating and running junior programs in her region of the country. To encourage and support junior sailing in the U.S., the Class has refined the age brackets for the Sunfish Junior North American Championship by increasing the top age by one year and adding a “midget” division. While all sailors will start on the same line, sailors will be scored in the divisions—those who will not turn 14 in 1991, and those who won’t turn 17 in 1991. The overall winner will be crowned the Junior North American Champion.

- The Video Program is in full swing. The Class is acquiring sailing videos on a regular basis that are available for rental or sale. Titles include Sunfish World Championships from the 70’s, 80’s and 90’s, the 1989 Masters, and a Sunfish promotional film. These videos make for entertaining viewing. Call the Class office for more information.

- To ensure that USSCA can maintain its current level of service without relying on the support of Pearson, the Class has implemented several changes to its financial structure. The first modification concerns the allocation of expenses between ISCA and USSCA. In the past, the Class charged its expenses on an 80%/20% basis, with the larger amount going toward USSCA. That distribution has been changed to 75%/25%, which more accurately reflects the work done by the Class for the U.S. and International Associations, respectively. In addition, the Class is looking to control the costs surrounding the publication of the Windward Leg, the largest single expense item the Class incurs. Our goal is ultimately to return to the four Legs per year format, with each issue being slightly shorter than recent publications. Finally, the Class is considering raising dues for the 1992 season. The increase would likely become effective January 1, 1992, and would be approximately $5 for each of the membership categories. All of these changes help to guarantee a financially sound future for the Class, and, as a result, a continuation and expansion of all the programs the Class has to offer.

I would like to thank the members of the Class who have offered their time and services over the past six months. These efforts have contributed significantly in helping the Class overcome some hurdles and continue to make gains in a wide range of areas.

See you on the water.

Scott

Kirk and Suzanne Beadle of Lakeland, MI have added a new sail to our Sunfish family. Kyle Strader Beadle arrived on New Year’s Day, 1991. 19 inches long and 5 lbs. 2 oz. Think he will need a hiking strap! Proud grandparents are Peg and Terry Beadle, editors of the Windward Leg and in charge of your Sunfish Office.

Deck Covers/Bottom Covers
Spar Bags/Padded Hiking Straps
Padded Board & Rudder Covers

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

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

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

Call Craig Thayer for more details and prices. All FabriCraft products carry a 100% Satisfaction Guarantee.

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OFFICE NOTE: In January 1990, a contribution of $3000.00 was spent for USSCA/ISCA postage and telephone bills. Stationary and other miscellaneous items are also included. This was actually reimbursement to us that we had already paid for from our own funds.

Peg and Terry Beadle

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Portsmouth, RI 02871
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UNITED STATES SUNFISH CLASS ASSOCIATION
TREASURER’S REPORT
FOR JANUARY 1, 1990
TO DECEMBER 31, 1990
Balance January 1, 1990 $3,980.48

Revenue:
Dues $32,425.00
Mail Numbers 880.00
Windward Leg Ads 2,028.00
Interest 436.68
Misc. 94.00
Total Revenue $35,777.16

Expenses:
Office Services $14,709.80
ISCA Dues 5,635.00
Mail Numbers 642.31
Windward Leg Regatta 2,028.00
Officers’ Expenses 432.82
USYRU 75.00
Tax Exemption 355.20
Misc. 44.70
Total Expenses $19,866.55
Balance December 31, 1990 $574.36

Payable:
ISCA Dues $890.00

INTERNATIONAL SUNFISH CLASS ASSOCIATION
TREASURER’S REPORT
FOR JANUARY 1, 1990
TO DECEMBER 31, 1990
Balance January 1, 1990 $13,130.65

Revenue:
Dues $6,135.00
Pearson Support 10,000.00
Interest 606.27
Total Revenue $17,841.27

Expenses:
Office Services $3,677.45
Officers’ Expenses 1,450.78
Class Video 1,520.00
World’s Regatta 10,272.51
Tax Exemption 396.80
Misc. 107.59
Total Expenses $17,427.13
Balance December 31, 1990 $13,344.7

Receivable:
USSCA Dues $890.00

Windward Leg Spring 1991
Dateline
June 30—July 6, 1991
North American Championship (W) - Bay Waveland Yacht Club Bay St. Louis, MS
Registration: Ms. Robbie Merrifield, 113 Beverly Dr., Bay St. Louis, MS 39520.
USSCA membership required.

August 4-10
21st Sunfish World Championship (Q)
Curacao, Netherland Antilles;
Pre-qualification required.

1991 SUNFISH NORTH AMERICAN CHAMPIONSHIPS
by Judy McKinney, Regatta Chairman

The 1991 championships will be held at
Bay-Waveland Yacht Club in Bay St. Louis, Mississippi on June 30 through July 5. This regatta will have everything!!!
Bay St. Louis is a salt water bay approximately 2 miles across and 5 miles deep.
The mouth of the bay, to the south, is
passed by a bridge which cuts the waves but does not interfere with the wind. There is approximately a 1 foot tide daily in the bay. There are several waterways coming into the Bay with the Jordan River at the northwest having the most effect on the flow of water. The Wolf River and Bayou Portage also enter Bay St. Louis. The yacht club sits on a peninsula on the west side of the Bay with a clear view of the entire bay. Early morning winds will be steady northerlies in the below 10 mph range and the afternoon breezes will come in from the south at 10-15 mph. Thunderstorms are possible but are visible a long way off and can be anticipated. It will be hot so don’t bother with the wetsuits and sweaters.

For the racers, we have warm water, a variety in wind conditions as the day progresses, very experienced race committee personnel, a long sand beach, race courses close to the club, and little or no marine traffic.

For the spectators, we have spectator boats, a long porch on the Bay side of the club, radio reporting of results and a congenial atmosphere for race watching.

For sightseers, we have a beautiful astline, zillions of arts and crafts and antique shops, New Orleans only 55 miles away on an interstate highway, canoeing on the Wolf River (in cool water), deep sea fishing and lots of other activities.

For everyone, we have great food, plenty of sunshine, great music and lots of fun.

For information not included in the ad, call Robbie Merrifield at 601-467-2179.

Ya’ll come!!!!!

SUNFISH FOR SALE

After the 1991 World Championship, there will be a limited supply of Worlds Edition Sunfish available for purchase through dealers in the Florida area. These will be available at discount prices even though they will be equipped with racing equipment, including universal tiller extensions, ratchet block and non-stretch line package.

Call the Class office for more information.

SAYVILLE YACHT CLUB MAKES DONATION

On behalf of the entire Sunfish Class, I would like to take this opportunity to thank the Sayville Yacht Club for its generous donation. Paul Patin, the 1990 North Americans Regatta Chairman, presented the Class with a check for $500. After hosting what many participants called the best North Americans in recent memory, Sayville Yacht Club, through its gift to the Class, has shown continued support for Sunfish racing in the U.S. Thanks again Sayville, New York.

TOUR OF PEARSON SAILBOATS

February, 1991
Larry Cochran, Will White and myself toured the Sunfish facilities at Pearson Sailboats earlier this month and saw first hand the added steps now being taken during lay-up and assembly of Sunfish. Bill Richards of Pearson was our host.
The main items we were shown were:
1. A revised process is being used to secure the foam blocks to the hull and deck.
2. Additional material has been added to the inside of the daggerboard trunk and mast sleeve to seal against water leakage through the walls of these components.
3. An added sealer is being applied to the daggerboard trunk mating seams after assembly of the hull and deck.
4. An added sealer is being applied to the hull-deck mating seam after assembly.
5. The weight of recently manufactured Sunfish is consistently running between 125-132 pounds.

During this meeting, Larry Cochran presented a report on how the strength and lip of the rudder could be greatly improved through the incorporation of several items. This report should be published in the LEG sometime this year.

If you encounter problems with your new Pearson built Sunfish, please write to the Class Office describing the problem and include your boat identification number on the transom. Let us know on areas of suggested improvements.
Respectfully Submitted,
Gordon Geick
Chairman, Advisory Council

SUNFISH DOLLY

Consists of square anodized aluminum tubing, injection-molded joint components, 16" dia. pneumatic wheels with plastic hub, and 3" wide nylon sleeve. Light, strong, corrosion-proof, high quality. Various sizes to fit many popular boats including Sunfish. UPS-shippable. Easy to assemble and dismantle. Mail and phone orders taken. Visa, Amex & Mastercard accepted. Write, call or fax to:

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SMILES ON A ‘FISH’

By Jim Whitehouse

I lost my shorts for a brief moment the other day, and probably ran the risk of getting arrested for indecent exposure since I was right in the middle of Devils Lake, MI when it happened. The only thing that saved my pants was a quick grab of the hand for the elastic waist, and the only thing that saved me from arrest is that it was so windy on the lake that not even the Sheriff’s boat was running.

There is a bit of a crazy streak in me when it comes to windy days, and it must be hereditary, because the only other nuts on the lake that day were my son and one of his friends.

On this particular day, it was so windy that our usual Sunday sailboat races were cancelled. We studied the wind gauge a while and noted that the wind was pretty steady at thirty miles per hour, with gusts to forty. That is way too windy for a small sailboat, which makes it about right for my taste. The boat that we race in is 19 feet long, and that would have been a real problem to run in such a breeze, so instead, I rigged my daughter’s Sunfish, which is only about 13 feet long, but much easier to handle in lots of breeze.

I got about two hundred feet from the end of the dock when I realized I was wearing my glasses. Knowing that I was likely to capsize and lose my glasses, I came up with the smart notion to drop the glasses into a hatch between the two halves of the boat. Sure enough, not 30 seconds after screwing the hatch cover down with one hand, while trying to sail the boat with the other, I was in the drink, lying flat on my face on the sail. It took a moment to swim under the boat and pry it back upright, but I was soon underway again. (It later took me an hour to pull the boat up on one end with a crane and shake my glasses back out of the hole.)

I sailed upwind for a few minutes, pounded by the waves and in constant risk of capsizing (non-sailors have a hard time understanding how a sailboat can go into the wind, and why it is often faster to do so than to go with the wind. It is done with mirrors).

As my kids would say, with all that wind, it was really freaky. I have been doing this kind of thing for 37 of my 43 years, so I’m fairly good at it, but it did tax my abilities to the limit to keep going. I looked over my shoulder and was pleased to see my son and his friend, on one boat, coming out from the now-distant dock. I love to see the skill, confidence and independence that the kids gain from learning to sail.

The only problem I had with the whole idea was that if I, a grown man with 37 years of experience, could hardly handle the boat, how could a 13 year old and a 16 year old do it. They did.

At the end of the lake, now pretty well exhausted from the physical effort of keeping the boat upright, pulling on the mainsheet (the rope that controls the sail), and tugging the tiller to steer over the waves and around the wind shifts, I finally turned to head back downwind.

A Sunfish looks like an overgrown surfboard with a sail stuck on it. Unlike larger boats, there is no maximum speed set by the shape of the hull, because a Sunfish planes and surfs, breaking free of the drag of the water. Accordingly, going somewhat downwind, the things will really fly on a windy day.

Well, I took off. The boat leaped forward with an increasing rush. Water spouted out of the centerboard trunk, and I was soaked with spray and glad for the warmth of my life jacket. The distance it had taken me fifteen minutes to cover against the waves took me what felt like three or four minutes to cover going downwind. The whole boat trembled and hummed with the vibration of wind and water.

Exhausted, I wanted to head in, but I thought since no other boats were on the lake, I should stay out to keep my eye on the boys, who were now halfway up the lake. I turned around and soon passed them, as they were struggling with the inconvenience of having two bodies on a boat the size of a bathtub.

When I again reached the end of the lake and turned around, I was just in time to see the other boat tip over. Again, my boat shot forward like a rocket, and I aimed it toward the bottom of the other boat, which was on its side. I went even faster than before, as the wind was rising to an even greater velocity. Spray was flying horizontally off the tops of the whitecaps.

Before I got to the boys, they got the boat up and going again, which was good, because I flew past them going faster than ever, yelling and hollering with the exhilaration of it all. I knew that I had finally pushed a Sunfish to its top speed, and was reveling in setting the new world’s record, when a REALLY BIG PUFF hit me. By now, only the back two or three feet of the boat were fully in the water, and I had my toes hooked under the rail on the other side, and only my toes and calves were in the boat, as I hung horizontally over the water to keep the boat level. It was like hitting a new level of consciousness, as the hippies of the seventies used to say every time they doped up with a new kind of drug.

By now, I was skipping across the water like a flat stone. My center board was starting to smoke and the skin on my face was pulled back by the G-forces of wind, speed and water. It was then that A TOTALLY HUMONGOUS MONSTER AWESOME PUFF hit me, and the boat accelerated into warp speed. That was also when I made the mistake of relaxing my rigidly horizontal body just a trifle, allowing my back side to dip into the water.

Think about the physics of the situation a bit. Dip a fairly substantial bottom, covered with a baggy swimsuit, into a stream of cold water passing beneath a boat at four times the speed of sound, what happens? The trunks come off. Sideways. Without benefit of using niceties such as leg holes and waist. It just comes off, the molecules of the swimsuit passing right through an oak tree in a tornado.

We all got to shore, no one got arrested, and the boats are still in one piece, albeit somewhat melted looking. How I got my swimsuit back on while sailing a boat alone in a forty mile per hour wind, I will never know, but even if I hadn’t, the smile I had on my face at the end of that ride would have covered my whole body anyway.

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Windward Leg Spring 1991
UNITED AIRLINES SAILING CLUB

About fifteen years ago Qantas Airlines, Sydney, sent a meter to a person who had a sailboat and worked for United Airlines SFO. The meter challenged the United Airline employees to a regatta; thus, the United Airlines Sailing Club was born. Little did we know at the time there were other airline sailing clubs all over the globe. Not only were regattas being held between airlines, but there was a highly organized World Regatta every year. All regattas are sailed in boats provided by the host country. Most of the time the sponsoring club will host the visiting sailors in their homes. Many good friendships from all over the world have resulted from these Airline sailing events.

The United Airlines Sailing Club is made up of not only United employees but open to other airline workers in the San Francisco bay area. Presently we have a number of Qantas people. A person from UAL-Chicago came to one of our events, then went back to Chicago and started a second U.S. based sailing club.

One problem we have had is hosting a regatta using a one design boat. Our club was made up of people who owned different type boats and sailed in different waters. In order to sponsor the US Airline Worlds three years ago, we got help from Stanford University and borrowed their Flying Juniors.

Last year our club was struggling for survival. We needed new members and boats. At this time we decided to adopt a one design boat that would help us rebuild our club. It had to be affordable, easy to store and easy to transport. We had one Sunfish in the club when we decided to adopt the Sunfish as our new class boat. Our club then started to really come to life. After last summer we had fifteen Sunfish boats and still have eleven people waiting to buy a good used Sunfish. It has been a buyers market here in California where the prices have started at $125.00. We have attracted a lot of people and introduced them to the world of sailing. Most of the Sunfish are owned by first time boat owners. The members have been so enthusiastic that we were sailing every Friday night. The members took turns cooking dinner after sailing. We have had many dinners with Sunfish and racing rules as major topics. Most sailing and boats are kept at our commodores backyard who lives on a lagoon at Redwood Shores, twelve miles South of SFO. It is winter time now and we sail one Saturday each month as a club.

Our future, thanks to the Sunfish, looks bright. We have joined (SBRA) Small Boat Racing Association of Northern California as a member yacht club. Last year, SBRA Sunfish only had three to five boats on the starting line. We will turn a few heads when our club shows up in force! At the end of next summer, we expect to have over thirty boats. In addition to SBRA sailing this summer, we will be hosting; Qantas-Sydney, SAS-Denmark, Air New Zealand-Auckland, and UASC-Chicago. Most visiting sailors will have their first experience in a Sunfish. Our club will be headed out of the country to sail in Sydney and the Airline Worlds in Hamburg, Germany. We hope to see you in future Sunfish Worlds.

Commodore Darryl Coe

United Airlines Sailing Club—on display at SFO Maintenance Base hanger. —Photo submitted by Darryl Coe.

CONSISTENCY ON THE COURSE: SAILING TO YOUR POTENTIAL

by Scott Kyle

Why is it that some sailors seem to stay at the top on a regular basis while others have scores that resemble the Massachusetts Lottery Pick 6? There are several factors, discussed below, that contribute to a sailor's consistency (or lack thereof). While a few of these factors are beyond the control of sailors (major, random wind shifts, etc.), most can be heavily influenced by the decisions a sailor makes during the race.

The Sunfish North American and World Championships represent two excellent examples of the extremes of consistency. In each regatta, there were 7 races sailed, one throw out, and approximately the same total points of the top ten (adding up the World's was 224114, In between the extremes of the races for each regatta), however, shows an incredible divergence in total points can only be attributed to a sailor's off-race. The goal of this article is to present an example of mid-fleet finisher.

While the given conditions of a regatta, the divergence in total points can only be attributed to a sailor's off-race. The goal of this article is to present an example of mid-fleet finisher. Beyond the given conditions of a regatta, the less consistent sailors tend to fall. Let's take an example of mid-fleet finisher. In a 20 boat fleet, this sailor will likely get one of three approximate scores: 1) a 4th, which represents the sailor's potential; 2) a 10th, the sailor's average; or 3) a 16th, the sailor's off-race. The goal of this article is to present an example of mid-fleet finisher.

Most sailors have a range within which their scores tend to fall. Let's take an example of mid-fleet finisher. In a 20 boat fleet, this sailor will likely get one of three approximate scores: 1) a 4th, which represents the sailor's potential; 2) a 10th, the sailor's average; or 3) a 16th, the sailor's off-race. The goal of this article is to present an example of mid-fleet finisher.

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to eliminate the off-races.

SITUATION ON THE COURSE

Some people seem to be able to get away with banging corners on a regular basis, but for most people, sailing away from the fleet towards a lay line is an invitation for an average race. The earlier it is on the beat, the more you want to avoid the lay lines. Once you reach a lay line, the number of options you have approaches zero, and your race is now dictated by the breeze. However, both lifts and headers benefit sailors below the lay line and hurt sailors on or above the lay line. So to reach your potential race, consider heading back towards the center of the course when you find yourself getting near a lay line early in a beat. For example, if, halfway up the first beat, you are sailing on starboard toward the port lay line and get a knock, tack to port and consolidate. Assuming there is approximately the same amount of breeze on both sides of the course, you should actually crack-off about 5 degrees more quickly. Avoid the temptation of sailing for one corner or the other (especially on beats #2 and #3 of an Olympic course). Instead, work the shifts up the middle for consistent finishes. Let the other sailors corner-bang. They will look like a hero once in a while, but will come out behind in the long run. Eliminating those big mistakes and refining your tactics on the course will help you in achieving more consistent results. It’s often difficult to resist splitting from the fleet when you are trying to catch boats. However, chipping away at the fleet by making the right moves at the right times will ultimately lead to improved finishes from race to race.

F.Y.I.

By Eric and Scott

When I am out on the race course, I see all sorts of different types of telltales and wind indicators. Which is the best type? The most important thing to keep in mind when choosing or using a wind indicator is to understand that in many conditions, indicators are deceiving and can actually cause the sailor to make wrong moves.

There are three basic types of wind indicators: the masthead fly, boom mounted indicators, and sail telltales. Each type has its pros and cons however, all three should be used to confirm readings taken from the water and not as the only basis for adjusting course or sail trim.

The masthead fly - as its name indicates - is mounted at the uppermost point on the boat. In a Sunfish, this point is the top of the upper boom. By being roughly 15-feet above the water, it is relatively unobstructed by other boats shadows and even stationary objects like a committee boat or land. However, as the hull of the boat makes its way through waves or chop, the pitching and yawing motion is greatly exaggerated the further away from the center of the motion you go. The top of the spar is the point of the boat which moves the most and therefore, in a light wind, the masthead fly may reflect the motion of the boat more than the direction of the wind. This problem is compounded by the fact that most sailors depend on wind indicators in light air more than in heavy air. A second drawback of the masthead fly is its position. A long afternoon of staring upwards will make for a stiff neck.

Boom mounted indicators solve the stiff neck problem. Being at eye level, they also give a good indication of what the wind is doing in the middle of the sail. Unfortunately, these indicators are fooled by even the smallest interference. Many times, particularly in very light air, skippers will try to react to an eye-level wind indicator that is spinning around in circles from interference from the rest of the fleet. Even worse is when the indicator is pointing in a steady direction that is actually quite different than the true direction.

The sailors consistently at the front of the fleet read the direction of the wind by looking at many factors. The most important and accurate is always the water. Other boats can also provide good clues about the direction of the wind—or perhaps more importantly - the direction of the wind 50 yards to windward. These sailors will use their wind indicators to confirm their other observations. It is very rare that a top sailor will make a major adjustment based on wind indicator readings alone.

A final type of indicator, which I have found to be almost completely useless on a Sunfish, are telltales. These little ribbons that hang just aft of the luff of the sail, are designed to read the air flow over the sail and thus allow the skipper to better trim the sail. However the mast of a Sunfish disrupts the flow over the sail and confuses the telltales. Even on starboard tack, when the mast is not against the sail, just having the mast so close to the telltales is bound to affect the reading enough to make it unreliable.

Perhaps the best advice on wind indicators is use them, particularly in light air. However, use them to refine and perfect your skills in reading the water. If you can become confident in your ability to spot a wind shift on the water before it comes, you will have a big advantage over the skipper who is craning his neck to see what is happening at the top of his sail.
THE WORKBENCH
A New Column on Upkeep and Ideas
By Brian Weeks

I have found over the past few years that dry port installation is very important in the racing of Sunfish. The installation of the port is quite simple, but through the port we can provide ourselves with some key elements to upkeeping a healthy racing machine. With the dry port, we can gain access to the boarts interior. There, we can restrengthen weak hardware installations, install or reinforce a hiking strap, maintain a low level of dampness and water in the hull, and repair leaking daggerboard trunks.

First you must choose a dryport or inspection port. They can be found at most marine supply stores. I recommend a flush screw in port by Beckson, Viking and Phyl also make good ones. I also recommend a six inch port to be installed just ahead of the daggerboard trunk. Here the splash rail protects it. No port is totally waterproof after a year or two of being screwed and unscrewed.

Some companies make a four inch port that a storage can be inserted into, to keep your lunch or gear. This is nice, but four inches is not quite big enough to enable you to reach all the critical areas.

Once you obtain a port, you need a few simple tools. If you have access to a hole saw that measures the same as the diameter of the inner port ring, you are all set, but most people don't. You will then need a drill, an electric jig saw or a hand keyhole saw, a screwdriver, a wrench, some silicone sealer and some bolts and nuts. I recommend round headed stainless steel machine screws, 8/32"x1½". Underneath you will want 8/32" stainless hex nuts and lock washers or 8/32" stainless nylon insert nuts.

To start, draw a centerline from the center of the trunk to the center of the splash rail, lightly on the deck. Decide where you want the port. You can install it so that it eliminates the stainless deck strap in front of the trunk on newer boats. Measure the size hole you need. You can draw a circle with a compass from the center point, or you can center the port and run a pencil around the under ring. Start out with a new blade in your electric jig saw. You may want masking tape on the bottom of the saw so it does not scratch the deck.

Take your drill and find a bit that will drill a hole big enough to allow access for the jig saw blade into the deck. Drill a hole in the center of the circle where you want to cut, or along the inside perimeter of the line to be cut. Insert the jig saw and carefully cut the fiberglass hole out of the top of the boat.

Last year we found that many of the new model boats were leaking badly. Many of them were found to have poorly glassed daggerboard trunks. The boats seem to be coming out of the factory with trunks made of almost a single piece of glass cloth. This may be an exaggeration, but the trunks are almost see-through in appearance compared to the older ones, and they turn out to be permeable. You could put another full coat of glass cloth over it if you want, but I have found that two coatings of West System™ epoxy with a little colloidal silica thickener thrown in works fine. Make sure to wash the trunk with acetone before you start any such repairs.

You can also now reach some underdeck fittings with the access hole cut through. It is easier to reach up forward before the port is installed. I recommend through bolting the halyard fairlead. While you're at it you might as well also bolt the halyard cleat. New vanging techniques put a lot of pressure on your fittings.

Now, to install the port, put it into the hole in the deck with the lid on the port shut tight and decide which way you want the lid to face when it is tight. Take your pencil and mark the bolt holes. Take the port away and drill the holes. Now, take the lid out of the port, after marking the center of the forward edge so you put the rim back into the right spot, matching the holes up. Put a nice dose of silicone under the rim. Install the rim with the bolts using the screw driver and the wrench. After cleaning up, try the lid and make sure it looks and works good.

Through the port you can also through bolt the hiking straps that are in the new boats. I recommend putting a block of teak in as a backing plate. We did see a number of straps pull out of the new boats last year. You can also install a hiking strap in an older boat this way also. Take a look at the last issue of the Windward Leg's 'Q & A'. It describes how to install hiking straps.

One last thing you can do easily with your newly installed inspection port is to install a compass. Any flush mount compass can be installed into a port cover, and other types can, too. Some sailors swear by Suunto compasses. They are good compasses. I and many others recommend Ritchie RU90 racing compass. It lists for $81.00 but if you are ready to learn to use one and think it will improve your sailing (which it will), it is worth it.

All you have to do to install the compass is to buy another dry port, the exact same one as you first purchased. Take the rim and throw it away. Draw a center line on the lid where it exactly faces forward when tightened. This is where you want North, or the center pin line of your compass to line up. Then when you screw the lid in to race, the compass faces perfectly forward.

To install the compass into the lid, use a hole saw again or a jig saw. Make sure you make a good center line and follow the same cutting instructions as you did with the hull. If after the compass is installed the spare lid, the finger holes are still visible, fill them with a West Epoxy mixture or with silicone or some kind of filler. Pick two bolts on the compass where it gets bolted to the lid that are directly across from each other. You should be using 8/32" x 1½" round head stainless steel machine screws. Those two bolts should have about three extra nuts wound up them under the head of the screw before they are install ed. These extra high bolts can now be used as the handles to unscrew the compass from the boat, since you'll no longer have finger handles in the port. Remove the compass from the port when the boat is in transit or not in use.

These are some of the many uses of having an inspection port in your boat. You can now look for leaks, sponge the boat between races, let it air out on dry summer days, reinforce fittings and have a fail safe compass installation system. Now you are on your way with one or more ideas for making your boat into the racing machine that it should be.

Ideas or Info? Write to:
The Workbench
C/O Brian Weeks
271 River Avenue
Patchogue, NY 11772
HANDICAPPED SUNFISHING?

By Jim Uroda

Have you ever thought what it would be like to sail a Sunfish using only one leg? Probably not, but, the occasion can arise and actually did happen to me.

Most of us, including myself, know little about the unseen hazards of sailing. There are small organisms called bacteria present in the waters that we sail in that can cause swift and permanent changes to our lifestyle. The bacteria that affected me are called "Aeromonas". Being an anaerobic bacteria itself doesn't impose a serious threat unless you cut or puncture yourself while participating in salt or fresh water activities.

As an example of what could happen if you should happen to be unlucky enough to come in contact with this bacteria, I will explain what happened to me.

Since I am very active in the sport of sailing, I do many things that put me around the salt water. Last May, I was racing on Lake Windermere in a regatta where we had strong winds throughout the first day. I was wearing my wetsuit because the water was still cool at this time of year. After at least four hours in the high winds and fairly rough conditions, I removed my wetsuit and found an area behind my right knee that had some swelling. The next day, the swelling had disappeared and I thought no more about it. This day's racing was in lighter winds and I finished the regatta with no indications that I was soon to be in deep trouble. I drove the fifty miles to my home, washed up the boat and my truck, put everything away and prepared for work the next day.

Up until about 12:30 a.m. on Monday morning I had no ill effects. At this time, I developed a fever and had chills throughout the night. In the morning, I remained in bed thinking I had the flu. By the third day, I developed cramps in my legs and could barely walk when I went to the local hospital. This was Wednesday and I spent all that night being subjected to numerous tests. Seeing that this was life threatening and the local hospital was unprepared to handle the problem, the doctor sent me to a Houston hospital. On the fifty mile trip in the ambulance I remember some heavy rains, but they were not important since my right thigh had begun to swell and I was really hurting. I will personally attest to the fact that I was hurting so much during this time that I didn't care whether I lived or died from the ordeal. I again went through a number of tests and by midnight, Friday morning, I was taken into the operating room and remained there until 5 a.m. Originally, the doctors believed they could save the leg, but as time went on my vital signs diminished and my wife had to give permission for them to remove my leg.

Since the infection was so high up on the leg, it was necessary to remove it to the hip to be sure of getting all of the infected area.

For the next four days, I was sent into the hyperbaric oxygen chamber twice a day to breath pure oxygen. Since this was an anaerobic bacteria, this procedure was necessary to purify my blood system. Each day they washed the area with a water pic and only then did they sew it up.

I spent three weeks in the hospital and another three weeks in a rehabilitation hospital. I was trained in "rehab" for a new way of life while the healing was taking place. It took some time to regain my strength and finish the healing process so that I could begin the process of learning to wear a prosthesis.

By the first of September, I was able to enter the water again and began racing my Sunfish again at this time. I needed this practice so that I could determine if I would be able to attend the Southwest Sunfish Regional at the Houston Yacht Club during the middle of September. I did so and had a respectable finish. I continued to attend regattas and local events until the middle of November. I am definitely looking forward toward next season.

Now that I have reduced my weight from 195 to 160 pounds, the boat seems to be moving faster. I have been using the Jens rig in the higher winds, but hope to go back to the standard rig in 1991. I haven't had the experience of turning over since my accident, so I don't know how hard it will be to right my boat. I always wear a life jacket now. My good leg gets a little tired occasionally when the winds are high, but the only real problem I notice is that I have a tendency to roll out of the boat. I've got to hold on a little tighter now and try to avoid these conditions so I can't sail as aggressively as I use to. The "following" sea is my greatest enemy now because of this problem.

I definitely have to mention that the Sunfish sailors have been very helpful to me, putting my boat in and out of the water so that I might sail in these events. Although I am afraid that this help may diminish somewhat if I start beating them on the course.

In summary, I would like to say that the caring and help of all those involved in getting me back to a normal life has been immense. I wake up every day looking forward to whatever comes along, good or bad. Of the options that were available to me, I consider that I got the best of the deal. And for you sailors out there, please take note of the symptoms that I described. There are antibiotics that can defeat these bacteria if they can be diagnosed soon enough. Although this is only one of the bacteria present in the waters we spend time in, some don't give you much time before they can cause some serious problems. So if you are in doubt, see a doctor as soon as possible for any unexplained illness. Since my love for the Sunfish and just plain sailing is in my blood you may see this one-legged sailor in your regatta someday. If so, come over and say "hello".

THE SAILBOAT GARAGE

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CURIOSITY AND PERFORMANCE -- CP'S TOP 10

by Charlot Ras-Allard, Contributing Editor

In the course of human history, there has always been a curiosity, a hunger to know who is the stronger. It's no wonder that I have focused my curiosity on one of my particular frames of competitive reference: the Sunfish Class. Ever since the junior days, I have tried to conceive scenarios, who would beat whom if this or that were the case. The result would always come out to look similar to a Sunfish Worlds scoresheet without place finishes or points.

Why not? Yacht racing has been called a non-stationary chess match. Most certainly both Karpov and Kasparov, the world's premier duo in the chess world, would feel shaped the physical under cerebral orders?

A word or two of disclaimer first. Competition is a wonderful thing in healthy proportions. But taking anything to an extreme can be detrimental. Sailboat racing can, oftentimes, become an idol -- an obsession where winning is everything at the expense of anything. Fortunately, the Sunfish Class has a reputation amongst its peers for good sportsmanship. Dare I say it, The Sunfish is a class with family values. Gail Turluck, a past editor of this magazine, shared with me, after her return from the '88 Worlds in Nassau, that she had heard a comment from one of the IYRU judges on how sportsmanlike the fleet was, especially among the top competitors. He added that they even talked to each other on the course, words other than yells and screams. Outside the realm of our Class, spite can often be the result of an overlapped level of competition.

Enough of the talk! Enough of the speculation! To follow are my picks based on years of watching these competitors sail, reading their names in print and scrutinizing the results. It is difficult to say if one DSQ, one header at the finish line, or one breakdown changed or would have changed the outcome at that one, deciding regatta or even in the last, deciding race. Whether the past champion had the size to hold the boat down in a blow in the islands or the smart to hold off the drifters on Lake Monroe can also be a factor one may have to consider.

The other side of the coin is whether a competitor would have to be a current class member to qualify to make the list. Whether just having had outstanding performance in the past keeps a top Sunfish racer alive on the list even though he or she may not have sailed the boat in years. When these questions start to get answers, the list could grow to the top 20 or 25. What are the answers? I don't have all of them. Let this be a forum of discussion amongst your fellow competitors. Then, with the help of any IYRU guidelines, the example of olympic-class ranking methods, and the ways of other classes, a system of ranking Sunfish racers can be formed. Down the road, possibly an International Sunfish Race of Champions, in new boats and with a round-robin format, can be held to settle any lingering questions about who's #1 or #21, once and for all. After all, seeing one's name in print one more time, never hurts. Right, Charles Patrick?

The CP TOP 10

1. Derrick Fries, Waterford, MI -- Derrick is a consistent top performer. He has won two world and three North American titles, more than anyone else. His instinctive approach to the wind and water have given him the ability sail his own race, even without other top competitors threatening. Though not invincible, Derrick has won convincingly in the highly competitive, big fleet races for many years. He is an authority on regatta preparation. He writes articles on tactics for SAIL Magazine.

2. Scott Kyle, Winnetka, IL -- Scott is the most driven Sunfish sailor on the race course, period. His single-focus, goal-oriented, relentless approach to training and preparation has paid off handsomely. Among his winnings, he is two-time world and NA champion and past Junior NA champion. He has also won the Inter-class Solo championship and been runner up at the Laser U.S. Nationals. Scott still has yet to meet Derrick at a major championship. They met last in 1987 at the Midwest Regional Championship in Glen Arbor, MI. But under a less-than-ideal test of skill, Derrick and Scott traded firsts, with Derrick winning the six-race series by three tenths of a point.

Scott plans to campaign a Star for the 1996 Olympics. If he does, expect his determination and prep to capture the U.S. trials and take a medal in Savannah. Scott's latest acceptance to Harvard Business School, so for the moment, books before boats, Scott.
3. Donnie Martinborough, Nassau, Bahamas -- A three-time world champion in the 80's, and practically the only one to win Bermuda Race Week throughout the years, Donnie thrives on big fleets and heavy air. His roots in the steady, windy, Caribbean conditions have made him a natural at propelling a Sunfish in big waves and steady breezes. Other top competitors may be able to keep up with him downwind, but once he rounds the leeward mark, look out! Donnie turns on the afterburners, no matter where in the fleet he is at that point. His many years racing every major Sunfish event, each time in a different boat, (giving him the nickname Donnie "Trump"), have given him an uncanny ability to stay consistent. This is exemplified as he won the '88 Worlds without winning a single race. He usually never finishes a major regatta worse than fifth, no matter how light the wind is.

4. Bruce Surphen, San Diego, CA -- Bruce took home the top prize in Aruba in 1987 and has finished in the top ten for many years since his eighth-place finish at the Buffalo Cacao Club in 1982. Even at 175 lbs., Bruce is one of a handful of top Sunfish sailors who has the knack to win in light air as well as the heavy, island trades. With 4 years of collegiate sailing at Connecticut College under his belt, Bruce knows how to get speed out of his boat when he needs it. As great as he can be on the race course, it's no secret that he has been one to upset as well. But now that he lives in the perennial sailing season of San Diego, Bruce will be out on the water, (waving at Dennis C.), every day after work. Yes, he is currently working on the design team for Bill Koch's America Cucked syndicate.

5. Lawrence Maher, Houston, TX -- A two-time NA champion in '84 and '86 Lawrence has been one of the hottest Sunfish sailors on the Gulf over the course of the 80's. Though I admit I have never had the privilege of being on the same race course with him, he is one of the few racers who have beaten Derrick while he was still in his prime, (Derrick is now in his late 30's), in a major championship series as was the case in 1986 in Corpus Christi. His medical school career had kept him concentrating on studying, without much time to sail. As life goes on, it is my hope that he may travel outside the State of Texas, possibly to Bay St. Louis, to take a shot at the #1 ranking.

6. Bob Findley, Glencoe, IL -- Few sailors have had the racing experience "Bodacious" Bob has had. He won the NA's in '88 after a string of victories in the qualifying rounds of NA's past. He took fifth at both the O'Day Trophy and the Interclass Solos. Bob also has the distinction of logging more ground mileage in the Class than just about anyone else. Subsequently, no one comes close to his, at least, four Midwinter titles. Bob also cross trains in other classes with top finishes in Lasers, Hobie 16's, and a long-time winner of the Chicago YC's Penguin frostbiting fleet. His all-talk, party-up, then-score-a-bullet approach has been perplexing top sailors for years. He must enjoy the sport more than the rest of us, my best guess.

7. Len Ruby, Chestnut Hill, MA -- Len, the "Chestnut Hill Terror," has been tearing up Sunfish race courses in New England for years. Armed with an unusually high level of concentration thanks to his work as a micro surgeon, this 1982 North American champion, two-time Masters National Champion, and O'Day Trophy finalist has been especially effective in light or drifter conditions. But just as one may start to write him off in the 15+ conditions, watch out! His 40+ age is worn very well by him. He will perform right up with the young guys, even though he claims he never practices.

8. Malcolm Smith, Smith's Parish, Bermuda -- As one of the best sailors in the sailing paradise of Bermuda, Malcolm is the top gun of the Sunfish Class there. A perennial top ten performer, Malcolm has been a member of the Bermuda National Sailing Team. In 1987, he finished sixth in Lasers at the Pan Am Games in Indianapolis. He was runner up to Bruce in the '87 Worlds and was one of the few to beat Donnie at Bermuda Race Week. His massive upper-body strength all-around conditioning, makes Malcolm a threat whenever the wind cranks up over, say 8 knots. He also races in the Snipe Class.

9. Mark May, Peaskill, NY -- Mark is another one who's been topping fleets for years. He blossomed in the 80's with a second at the '84 Worlds in Kingston, a third at the '90 Worlds in Sanford, FL, and a fifth at the '90 NA's in Sayville, and there are countless other top ten finishes. Mark is on the heavy end of the Sunfish weight spectrum and usually does better during the 10+ knot weather. Yet his wealth of world-class experience and tactical acumen keep him in the running whatever conditions are prevailing at the time. One can also find him on J-24 race courses skipping his boat, "Tramp."

10. Stephen Smeulders, Willemstad, Curacao -- Stephen is one of the fastest junior sailors to come along since the junior days of Scott Kyle and Jens Hookanson, formerly of the U.S. Virgin Islands. He finished well at the '86 Worlds and came on strong at the '87 Worlds in Aruba at the age of 16, nearly winning the event in the 18-24 knot conditions. Stephen is now a sophomore at Brown University and, of course, on the sailing team, now ranked #1. Last summer he and Posey Seifert drove out to Ohio and sailed in the Force 5 North American Championship. Having never sailed the boat before, he proceeded to blast the fleet in the heavy air. Watching him in Sayville during the practice race's light air, however, I noticed he has improved his technique substantially from what I remember of his light air races on the Thursday of the Aruba Worlds. For a six-foot, four-inch, 190+ pound heavy-air boat, he is unusually agile in the Sunfish. There can be no doubt, that on his home turf, he will be the favorite to win the '91 Worlds on Spanish Water.

IN THE "ALSO RECEIVING VOTES" CATEGORY:
(In no particular order)

IN THE "WHAT IF" CATEGORY
Three sailors come to mind for this category: Dave Chapin, 1979 and '81 World champion, John Kostecki, 1982 World champion, and "Aussie" Doug Bourke, 1990 Laser World champion. This is a trio of some of the hottest sailors to step into a singlehanded boat. Why are they not continued on page 22
WORD FROM THE CHIEF MEASURER

This memo covers observations and rulings from the 1990 World Championship and North American Championship, and suggestions for the future.

WORLDS
The major problem at the Worlds concerned the use of steel hose clamps on the spars. The rule has been interpreted to mean that metal straps — to hold the position of the halyard on the upper spar, or to strengthen the sheet block straps, or to fasten outhaul cleats to the spars — are forbidden... but they are permitted to attach tell tales to the spars. Plastic clamps, including hard plastic clamps that can tear a sail as easily as metal ones, have been permitted for any and all of these applications. There is, among many Sunfish sailors, a perceived inconsistency in the rules and the traditional interpretations. Perhaps these should be addressed.

A secondary problem was the use of other than standard hanks at the after end of the sheet, as well as traveler blocks on rope bridles. Here the rule is clear, I think; they are not allowed. Rule 3.7.1 permits removal of the trigger clip, but does not permit any additions. Rule 3.7.6 covers bridles, and does not permit a block or any sort of slider.

NORTH AMERICANS
The major problem at the North Americans, as at previous NAs, was with daggerboards. I only ran into two that were too thick, but I ran into many that carried the chamfering beyond the allowed inch and a quarter, or that were not flat and parallel between the chamfered edges. I outlawed them. More on this problem and other board thoughts, in a minute.

I was asked to rule on the use of metal strips on the deck edges of the new boats, and approved their use, since the old boats have aluminum rubrails. I suggest this permission be formalized and expanded in the rules: "3.1.7 Protective strips of any material may be affixed all around the edges of the deck, provided they are no more than one inch in diameter." This would permit gluing on your old garden hose, a very low-cost option that could help reduce some of the cracks and dings we get at mark roundings and such.

OTHERS
Someone measured the widths of the sail numbers we sell, and wrote to Lee Parks that they are 6-3/4 inches wide, rather than the 7-inch minimum prescribed by Rule 3.6.5. I have ruled, subject to confirmation by the Advisory Committee, that the tolerance on the width and height of sail numbers is 1/2 inch. We may just want to change the dimensions to Height: 9-1/2 inches and Width: 6-1/2 inches. Someone else figure the metric, please.

FUTURES
Jens Rig -- There are almost as many variations on tying a Jens as there are Sunfish racers. Some methods, I believe, are somewhat dangerous, including the original Hookansen version using the halyard, primarily because they prevent the sail from being lowered quickly in an emergency. I would propose that we change Rule 3.7.3 to read: "A rig to lower the point at which the upper spar lies against the mast (known as a Jens Hookansen rig) may be accomplished (1) with an extra length of line used solely forth at purpose, and/or (2) with one or two padeyes, like the standard halyard padeye on the Sunfish deck, affixed to the mast with sealant, so that the watertight integrity of the mast is not compromised. Any such rig must permit the halyard to be lowered from the cockpit."

This change would eliminate the traditional Jens using the halyard, but is no hardship — anyone with whom I’ve talked who has tried the extra-line technique prefers it to the halyard method. One good argument in its favor, besides the safety one, is that it permits tying in a Jens on the water, without the juggling act of lifting the whole rig into position required when you tie in a traditional halyard Jens.

It has been suggested that we permit a cleat on the mast to which the Jens line can be baled. I brought it up at the last Advisory Committee meeting by request; it was turned down. On further reflection, I believe we should allow it, again for safety reasons. It would be more secure than tying off the Jens line around the mast, or threading it through the deck padeye to the deck cleat.

Blades -- Back in 1986 the Advisory Committee passed a modification, I had suggested, to the rules that would eliminate playing around with the leading and trailing edges of the blades. Then we thought we were going to get plastic blades with the "perfect" hydrodynamic edges, so we backed off. We’re still trying to get the perfect plastic blade — I gather Bruce Sutphen is almost there, except that by most Sunfishers’ perception, it is backward, the long edge forward.

I am still convinced that we should freeze the standard factory edges and if we get a plastic board; it should have the standard factory edges, too. Then, as we seem to have accomplished with the racing sail, we can get back to being as close as possible to a one-design boat. Then people won’t feel they have to either (1) buy an expensive racing board or (2) spend hours reworking their wooden factory board. Why put everybody to the extra expense or work to achieve a 0.06 percent increase in boat speed? With everyone sailing the standard shape board, we will all be sailing on a par, which is the objective, not minuscule increases in efficiency.

I propose that we re-institute the rule requiring everyone to race the standard Barring ton board within two years, whether made of wood or plastic, and remove Rules 3.2.3 and 3.3.1. The wording about repairing damage is superfluous, since it is covered by the general rules and applies to the whole boat, anyway.

I have suggested to Peg and Terry Beadle that this memo be published in Windward Leg, so that we can get reactions and ideas from the members. There is plenty of time before the Worlds.

Thank you for your consideration.

—Will White

Editor’s note: Please write your comments to Advisory Council members or send them to us and we will publish or send them on to the members.
Sea Cliff Y.C.  
Making Big Plans  
For U.S. Masters

Sea Cliff Yacht Club in Sea Cliff, New York, will be the host of the 1991 U.S. Sunfish National Masters Championship on Friday, June 14, 1991 through Sunday, June 16, 1991. Regatta Chairperson, Melissa Shepstone, has plans well in the works for what should be a spectacular regatta on the north shore of Long Island. Sea Cliff is easily accessible to Connecticut, New Jersey and points west - only 30 minutes from the Throgs Neck Bridge.

Sea Cliff Yacht Club will be assisted by its neighbor, Hempstead Harbour Club, in the running of this year's Masters. Both clubs are on Hempstead Harbor, an exceptionally open harbor on Long Island Sound. The weather should be ideal for a Masters Championship with air temperatures in the 70's to 80's and water temperatures in the high 60's. June usually provides a variety of wind conditions. Cold fronts can bring above average strength Northwesterlies but typical winds are 5 - 12 knots.

Sea Cliff Y.C. & Hempstead Harbour Club plan to make this the dream weekend for Sunfish Masters. The weekend will begin by a greeting from a welcoming committee. They will unload your boat for you and carry it down to the beach. All you need to do is get your boat to Sea Cliff Yacht Club or Hempstead Harbour Club. We'll get you to the water.

After registration, the racers will be broken into 3 age divisions. You must have reached your 40th birthday on or before June 14, 1991 in order to be eligible. All boats will race together. There are 7 races scheduled for the series. The winner shall qualify for the 1991 ISCA World Championship.

In the evenings, the Masters will be treated like the true kings they are. Hempstead Harbor Club will host a Welcoming Cocktail Party on Friday night and Sea Cliff Y.C. will host the Saturday evening festivities. Socially, this will be a great event!

Housing is available for all those requesting by June 7th. For housing, contact Trudy Dawson at 516-671-1455. For regatta details, contact Melissa Shepstone at 516-671-9401.

Plan to attend! Prospects are for 50 plus boats of all skill levels so don't be bashful! When was the last time you got to sail without those "punks" around? We hope we'll see you all at the 1991 U.S. Sunfish Masters Championship in June.

—Doug Wefer

CAPE COD HOLIDAY

The New England Region Regatta Schedule this year will feature a new opportunity for Sunfish racers and their families. In past years, the Hyannis Yacht Club multi-class regatta and the Wequaquet Lake Yacht Club Sunfish regatta have always been scheduled for the same weekend. These two clubs are within 5 miles of each other and the highly popular and long standing tradition of the Wequaquet club got all the boats. Attempts to get the two clubs to consider changing their dates had always met with less than flexible response until this year. Thanks to Lee Parks’s recent acceptance as a Hyannis Club member and her long standing ties with Wequaquet, she was able to get them to schedule the regattas on consecutive weekends. It then only remained to move the traditional Bristol, RI Regatta date to complete the deal and Dave Driver came through with his usual cooperativeness in support of the Sunfish class.

With all this jockeying of dates, we now have a blockbuster schedule sandwiched between the North American Championship and the World Championship. This could lend itself to a week or two vacation in Rhode Island and Cape Cod, Massachusetts for not only New Englanders but anyone looking for a great vacation destination with the added benefit of very competitive Sunfish racing.

The first of these three regattas is scheduled for July 13 and 14 in Bristol, the home of Nathanael Herreshoff, the "Wizard of Bristol", and construction site of many past and two future Americas Cup boats. Dave Driver manages great racing on a course at the mouth of Bristol Harbor off Narragansett Bay. Bernie, the club steward, helps on land with "suggested" parking locations and sometimes tending bar.

The next weekend, July 20 and 21, the action shifts East about 70 miles to Centerville, Massachusetts and the New England Region Championship at Wequaquet Lake Yacht Club. This small club on a beautiful fresh water lake in the center of the mid-Cape area was the home of many well known Sunfish sailors like Lee Parks and all those "very fast and crafty" Philbricks. Don Stucke runs this one with the hospitable and congenial help of a host of club members. The Wequaquet Regatta also features Junior Doubles and Singles divisions and this club has the cutest and best behaved children anywhere. Maybe the long standing Sunfish Sailing Program has something to do with that.

Then starting on Friday, July 26, Hyannis Yacht Club begins a three day multi-class regatta on the waters of Nantucket Sound. You can be sure that with Lee Parke’s presence, it will also be a wonderful event for the Sunfish Class. With this event following the Wequaquet Regatta, a Sunfish Sailor can get 5 days of racing and still have a week long family vacation on quaint and exciting Cape Cod.

So, all you New York, Mid-Atlantic, Midwest and even farther away region sailors should consider packing up the family and tying down the "fish" for what promises to be a great family vacation with a little racing on the side. Who knows, maybe with a lucky wind shift you might even be able to steal some silver from the New England Region.

Bob Heckman  
New England Regional Representative
DERRICK FRIES; THE REIGNING CLASS KING ON HIS LIFE BEYOND THE SUNFISH (Part Three)

By Charlot Ras-Allard

Derrick Fries, as one may recall from previous issues of this fine journal, has painted a picture of his life well beyond the knowledge and understanding of what the average Sunfish sailor had known before. Now not only do we know him as the two-time world champion and three-time North American champion of the Sunfish Class, but one now knows of his systematic approach to preparation, his life as the Director of Special Services (Special Education) for the Birmingham, Michigan School District, his adventures as a Space Ambassador for NASA and a possible future Space Shuttle astronaut, and his love of this singlehanded sport. In this, the third and final installment of an up close and personal on the Sunfish's champion of champions, I talked with Derrick about some of his other roles: as a writer, an author, a doctoral student, and a family man.

When one thinks of how an author got to become one, he or she may think the author would have been a child prodigy, a young Ernest Hemingway, with a talent for vocabulary as natural as that of William F. Buckley, or a born English professor with a mastery of prose like that of the Cape Cod pro, Tom Philbrick. With Derrick, not so.

"Believe it or not, I always thought of myself as an average writer. I've always had to work hard to do well at it." That's not to say he never excelled at this literary subject. "I did graduate from High School with an English honor, but it's more in the line of creativity as opposed to writing skills. It was always a good outlet for me to express myself. Now I really enjoy that part. I feel I can express myself well, and that it's a thing you can do by yourself—doing it at your own time and pace."

Just as Derrick analyzes his performances in Sunfish regattas in order to improve each time, he has continued to refine this secondary craft of his. "I used to do a lot of writing in longhand, but now it's put on a word processor. Then I go ahead and edit it. Coincidentally, most of my writing is done by dictating now, often on my way to work or between four and six in the morning. I turn the dictating tape over to a typist who then types it up. Afterwards, I go through it."

"Successful Sunfish Racing— I wrote that book entirely longhand and edited it longhand. It wasn't done at all on a computer." Why would any writer want to suffer this self-inflicted punishment? "When I first started writing a lot, right after college, I don't think I could have ever done it that way. I needed to visually see it and work with it on a page."

Modest beginnings, oftentimes, have a way of blossoming into bigger and better things. From English paper beginnings, Derrick started writing for cash. "I started with a couple of articles for Yacht Racing/Cruising. They were articles on tactics and water reading." But in 1984, enrolling in a USYRU Instructor's Conference changed everything. "Somehow, I hooked up with Chip Mason (Editor) from Sail Magazine and started working with him. That has been very pleasurable. He gives me a great deal of freedom to do what I like...He coordinates with me what has already been written in the past in Sail magazine. We negotiate over the phone and we come to an agreement on a topic. Then he cuts me loose. I write it, edit it, and send it in. Probably about 95% of the time he accepts it and 5% of the time he rejects it saying, "Do it over." or "Forget this one." Ever since, Derrick writes four article per year for Sail. In speaking with Mr. Mason, he described Derrick to me as "a valued contributor...who never misses a deadline."

It is said that imitation is the sincerest form of flattery. If so, then this is one form of flattery that Derrick could do without. Sail is distributed worldwide and a very large population reads the magazine. "The people from Sail called me one time and said, "Did you get authorization to have your articles printed for a sailing magazine in South Africa?" I told them I knew nothing about it...Twice this South African magazine has stolen my articles. They reprint them without getting permission. I've written a couple of letters stating that "you are violating my rights to this article, You can't do that without permission." They just keep on doing it."

Around that same time, Derrick had the desire to bring together his writing and Sunfish racing. "I had actually been thinking about writing the book (Successful Sunfish Racing) for about two or three years, probably while Will White was thinking about writing his (The Sunfish Book), even though each of us didn't know it at the time. I was committed to doing the book even though Will's came out first. They were very different books."

Derrick's first book project went forward. "I kept chipping away at it." His efforts took six months to complete. But without a publisher, he had no way to get the book into print. Sans literary agent, Derrick approached numerous book publishers. "It took about a year. At one point, I thought I was never going to find one." But after his long search, John de Graff Publishing of Clinton Corners, New York, snagged the bait and got hooked.

"I sell somewhere between 300 and 500 copies a year. It's been a steady flow that has sold around 3000. The publisher is in charge of distribution." So how many does the publisher actually print? "He (the printer) decides to print x amount of copies and as long as they're selling, he's making money. In our contract it says that if he decides to stop publishing, I have rights to the unclaimed books. He thinks, however, the book will trickle on for another 5-7 years. At that point, who knows? An update, maybe."

As with most good opportunities, one thing leads to another. Just as Derrick's book was riding high in popularity, he was approached by another publisher. "It is interesting to note that I didn't go out looking for a publisher for Singlehanded Racing. A publisher came to me with the idea of writing a more generalized version of the first book." Singlehanded Racing, his second book, was written to be a complete handbook for the racer of the Sunfish, the Laser, the Finn, a Europe Dinghy, or any other singlehanded, one-design boat one can imagine. It was published in 1986 by Contemporary Books, Inc. and has been selling at about an equal pace to the first. "Most of the feedback from the books came, not from the racers, but from the people who were just getting into racing."

The book Derrick has gotten the most response to is his third book, Start Sailing Right, a learn-to-sail book written as a joint effort between USYRU and the American Red Cross. "They (USYRU) handpicked three or four authors they thought could do a good job with it. They asked us to submit sample outlines and chapters, so I did. They seemed receptive about it...The next
thing I knew, I was working on it. Derrick worked closely with USYRU Editor, Timothea Larr and Illustration Editor, Mark Smith. "We worked collaboratively on it. I did the writing, and "Timmy" did a lot of the editorial work and had a lot of suggestions." The project ended up taking 18 months. What turned out was a unique approach to a learn-to-sail book.

That was only the beginning in putting together a manual that both organizations put their name on. "I wrote the book from an educator's standpoint. I tried to move away from being a sailor - from that point of view...There's some neat things in the book that I'm very proud of, such as the fact that it's visually oriented. It does not have a lot of text in it. You can learn a lot by looking at the illustrations. They're very clear. It purposefully has a woman on the cover, sailing. It has a heterogeneous cultural mix to the book which is the first in a sailing book that I'm aware of. It has a whole new thing in the book on decision making and sailing..." The book has sold, conservatively, 70 thousand copies.

All the time and effort pays off in ways much more indirect than just in sales of books. "It's given me more confidence in my writing ability...I don't think I would be working on a doctorate now if I hadn't done those three books because there's so much writing involved. I think you need to know how to coordinate a big project, like a book, and have confidence in knowing that you'll bring it to a successful completion. Besides, it gives me personal satisfaction." At press time, Derrick is busy writing his fourth book on the subject of wind/water patterns from a racing viewpoint.

Other opportunities have appeared and allowed Derrick to tap other avenues for his writing skills. "There were some learn-to-sail videos being done by USYRU, with McNamara Video out of Detroit producing them. They asked if I was interested in helping them with the development of the videos. I said yes, so I was in the videotapes, working on some of the segments." He also continues to write in non-sailing areas by writing position papers and other educational material for the Birmingham School District.

There are few commitments that would keep Derrick from attending a North Americans. The one that kept him from going to Sayville keeps him busy-studying. Derrick is a candidate for a doctorate, (an EDD), in Education Administration at the University of Michigan in Ann Arbor, MI.

The interactive communications simulation, (explained in part two), that Derrick has been a part of because of his Aerospace interests in education, has had him working on five world-wide, network computer simulations per year. Among the topics has been one on the Arab-Israeli situation. As high school students from all over the world compete by tying into the network, they reverse roles. An example would be for an Israeli student to be making policy decisions for an Arab leader like Yasser Arafat. Given scenarios drawn up by the University's professors, graduate assistants, and even government officials, the students are expected to make policy statements and make political moves based on their knowledge of the character they play. The more he or she accurately answers a question, based on the historical record of the character, (there is no right nor wrong), the more points he or she scores. The 20 faculty and graduate students working on the project judge the answers and award prizes at the conclusion of the simulation.

"Meanwhile", he continues, "I'm doing actual coursework...In fact, I'm currently working on Research Methods and Quantitative Analysis, which is a statistics class." Derrick is also taking a course in educational law and a thematic, problem-writing class this semester.

The next logical question one may ask is where does one go once he or she has reached the summit of the educational peak? "When it's all over, I might want to consider a central office job in something like curriculum development. I would also like to work together; educational consulting, NASA and sailing. This would be more of a job that would involve researching, writing, and lecturing." It appears Derrick may be one amongst us who will end up working where his heart is - with a high degree of personal satisfaction not often found in the workplace of today.

One wonders how a person would have enough time in a day to pursue these diverse roles. Dedication? Perseverance? "My wife, Denny, is the most understanding lady in the whole world...And it is hard to do all that. Sometimes, it's very stressful...I don't always do as much as I should for the family. Sometimes, it's hard to balance it all. Now that we have our son, Drew, Denny has taken a year off from her job as a dental hygienist and does a lot of the child care. I try to be as supportive as I can and do my best as I think she does for me. The family takes a higher priority now. Obviously, I can't sail as much as I'd like to."

In reflecting on his life, a life that has accomplished much in his 37 years on earth, Derrick told me how important his father had meant to him growing up. "My Dad was a real role model for me. He was a real hard worker. He came from a difficult background, growing up in poverty. That showed me the value of hard work...A model I have of a lot of Americans, which is perfectly fine and I fully respect, is they work to live. I can say for me, I live to work. Maybe that's just a little difference in philosophy. I enjoy working." Now as the tide turns full circle, Derrick will be hoping that Drew's generation will have opportunities, as he has had, "I want him to understand the necessity of hard work, too. If I can show him that hard work pays off, he will, at least, come close to adopting that. Then I'll be very happy about that." As fellow competitors to Derrick, we may not see him on the race course now as much as we would hope, but as with all Sunfish racers, myself included, I recall a quote from our ISCA President Alan Scharfe. He summed it up by saying: "I have sailed in a lot of other classes but I always come home to the Sunfish." Not having to worry about qualifying since 1975, Derrick may be "coming home" to Spanish water in August.

Will Drew Fries be racing in the Sunfish Junior N.A. Championship, 2001?
ARE MASTERS TOO TOLERANT?

by Ray Dasch

We were seated on the motel patio restoring "liquid equilibria" and hashing over the day's races in the Masters International Championship hosted by the Rehobeth Bay Sailing Association last August: Norton and Jane Hutchinson, Dick and Isabel Heinl, Peggy and me.

The talk turned to taking the responsibility for doing 720 penalties. I mentioned the Masters were a tolerant bunch, but I wondered if said tolerance wasn't becoming too tolerant. Example: I, on starboard, had to veer sharply to avoid a port tackler. He didn't do a 720, I didn't protest; partly because of the tolerance ambience, partly because no damage was done and the infraction did not change my position in the parade. He sailed away without a word — and without a goodly portion of my respect.

The patio party divided equally. Norton and Barbel — standing firmly on her Teutonic logic — were adamant. "A rule is a rule," Barbel contended. "A penalty should be paid when it is broken."

Norton: "I don't know anyone who would consider playing bridge a second time with someone who wouldn't follow suit. The trouble in racing seems to be that the sailor who protests is generally perceived as the bad guy and no one wants to be seen as the bad guy!"

What do the pundits say?

Dave Dellenbaugh, in a scholarly article on sportsmanship, in Yacht Racing & Cruising (Sept. 1983) cited Paul Elvstrom's oft-quoted dictum: "You haven't won the race if in winning the race you've lost the respect of your competition." Dave adds, "Almost everyone enjoys the feeling of satisfaction that comes from winning a race, but it is a hollow victory if it comes at the expense of one's sense of fair play."

In the same article Dave Perry is quoted. "No external system of enforcement will ever be as effective as our internal agreements to all play the same game."

In an excellent article by Garry Hoyt in April, 1989, Sail, Garry observed, "These (Masters) sailors have consciously re-oriented their priorities so that the competition is never cutthroat ... the sea-lawyer element seems blessedly reduced, not because these sailors don't know the rules but because they have elected to minimize their use. And the absence of legalistic abrasion sets the tone for a much friendlier regatta atmosphere."

A friendly atmosphere, however, as Dave avers, should not include, "simply trying to forgive, smile and accept whatever happens."

An answer to the "Bad Guy" situation, and a solution of keeping a friendly regatta atmosphere from becoming a permissive one may be contained in a pre-protest hearing procedure developed by Jim Beddow, a USYRU judge.

The races were over Sunday afternoon, the sailors were itching to get on the road home, a protest had been filed, the awards were held up. Jim suggested he and the principals discuss the protest and if they came to an agreement the decision would be final. They did, the awards were awarded and the grand rush home got an earlier start. The procedure has gained such acceptance that it is part of the USYRU Race Management Handbook.

Basically, the judge advises the principals that he will act as moderator, that the resolution must be voluntary and unanimous, and will be binding. The time limit is ten minutes. If a witness is needed, or hostility erupts, the moderator terminates the informal procedure.

So what's the answer? Make them walk the plank as Norton and Barbel advocate? Let the punishment fit the crime as Dick and I are inclined to do? Or try the pre-hearing procedure to see if it can keep the sport friendly but not permissive?

DAGGER-BOARD PLAIN TALK

By Bill Nunn

Formula from: Sailing Theory and Practice by C. A. Marchaj

\[ F_s = \frac{V}{G^2} \times C_s \times (V - V) \times A \]

\[ V = \text{velocity thru water.} \]

\[ A = \text{dagger board area beneath hull} \]

The formula? We'll get back to that in a minute.

Just about every day you hear someone say, "Don't bother to fix up your boat...you can gain more by just sailing better". Sounds good, especially for the lazy guys. But I have a strong suspicion that the guys with the silver do both! Have you ever been in a race and the guy near you seems to be eating his way up wind, while you just can't point that high? What is probably happening, is that both boats are pointed in the same direction, but yours is slipping off to lee, due to an excessive leeway angle. Just watch someone who is using the old "Shadow" board, and compare his leeway angle to someone using a full sized board.

Airplanes and sailboats have a lot in common, as I learned from my World War II pilot days. The faster an airplane goes, the less wing surface it needs and conversely as it slows down, it needs more wing surface to prevent stalling.

The Sunfish board follows the same formula (above) that applies to airplane wings. Essentially, it says that the lift (resistance to leeway) of your board is in direct proportion to the area, times the square of its velocity thru the water.

Looking at the formula, it mainly consists of factors beyond our control and are fairly constant. The exception is "area". So let's see what we can do about area. First, get out your rule book and turn to the measurement diagram in the back. Measure your board to see if it is the maximum size. Note: from the underside of the "handles" to the lowest tip, it can be 40 1/4 inches, not 39 1/2. Check the width and designated points. The older boards probably will not measure up to par and you will have identified one of your problems. The new boards on the market now are a good deal closer to being near the optimum.

If you find your board is sub-par, the first thing would be to visit your local Sunfish dealer and inspect (measure) all boards in stock. Perhaps you will find a full size one. If you find one that suits, buy it. This is the fastest and simplest approach.

Another approach is to modify your old board that came with the boat. The rules allow you to build up the edges to the limits shown in the diagram. I followed the plan of making a "test" board, using a blank from the local lumber yard. Draw the book diagram (full size) on the blank, Cut it out and finish it as you wish. Try it out before you experiment with your "builder" supplied board.

Does this really help? I am convinced that it does. The everyday benefit is that it reduces your leeway angle and allows you to take advantage of the latitude of the rules.

I would welcome comments, opinions (good or bad), phone calls, etc. If I can help you, I will be glad to do so.

Bill Nunn, 82161
813-384-1621
BAY-WAVELAND YACHT CLUB AND THE UNITED STATES SUNFISH CLASS ASSOCIATION
INVITE YOU TO PARTICIPATE IN THE 29TH SUNFISH CHAMPIONSHIP, JUNE 29 THROUGH
JULY 5, 1991 ON THE BAY OF ST. LOUIS IN BAY ST. LOUIS, MISSISSIPPI.

GENERAL INFORMATION
The regatta is a qualifier for the Sunfish Worlds and is raced
to determine a North American Champion and a Jr. N. American
Champion. Boat measurement
will take place on June 29,30.

ELIGIBILITY
Each entrant must be a member of the ISCA
and juniors must not reach their 17th

TROPHIES
There will be ten trophies
for each division and for the
junior championship. There will
be additional trophies for
sportsmanship, juniors under 14,
and other categories as appropriate.

MEAL PLAN
The meal plan includes all meals
between Sunday (30) dinner and
through the Friday banquet
except Thursday dinner.

FEES: RECEIVED BEFORE JUNE 1
Registration and meal plan $165
"Bare bones" racing plan $110 includes dinner Sun. and Fri.
Guest meal tickets $75

FEES: RECEIVED AFTER MAY 31
Registration and meal plan $185
"Bare bones" racing plan $130
Guest meal tickets $75

DEDUCTIONS: $5 for USYRU members, $20 for Juniors

SAILING CALENDAR
Sat.(29) Registration and measurement noon to 6 pm
Sun.(30) Registration and measurement 9 am to 2 pm
Junior clinic 10 am to 2 pm
Practice race 3 pm Skippers meeting 7:30 pm
Presentation on local conditions and Rule 54
Mon.(1) Three races in Qualifying and Junior Championships
Tues.(2) Three races in Qualifying and Junior Championships
Wed.(3) Three races in Championship and Founder's Divisions
Thurs.(4) Three races in Championship and Founder's Divisions
Fri. (5) Two races in Championship and Founder's Divisions

SOCIAL CALENDAR
Welcoming barbecue - 5:30 pm
Seafood Bash and musical entertainment
Junior Awards Banquet
Steak night and class meeting
Off-night
Championship Banquet

29TH SUNFISH NORTH AMERICAN CHAMPIONSHIP ENTRY FORM - SEND ENTRY TO
ROBBIE MERRIFIELD, 113 BEVERLY DR., BAY ST. LOUIS, MS 39520 - CALL FOR
MORE INFORMATION 601-467-2179

SKIPPER'S NAME_________________ BIRTH DATE (D/M/Y)_________________
ADDRESS______________________SEX_________________YACHT CLUB__________
PHONE__________________________YACHT CLUB_________________
SAIL #_________ ARRIVAL DATE__ACCOMPANYING SPECTATORS_______
ISCA MEMBER_____ USYRU MEMBER______JUNIOR (NOT 17 THIS YEAR)______
($5 deduction) ($20 deduction)

FEES INCLUDED WITH REGISTRATION : CIRCLE ITEMS THAT APPLY
BEFORE JUNE 1, 1991 AFTER MAY 31, 1991
RACING AND ALL FUNCTIONS $165 RACING AND ALL FUNCTIONS $185
"BARE BONES" ENTRY FEES $110 "BARE BONES" ENTRY FEES $130
GUEST MEAL TICKETS $75 GUEST MEAL TICKETS $75
CAMPING $10 CAMPING $10

MEMBERSHIP FEE FOR USSCA (SEPARATE CHECK)
SEND INFORMATION ON THE CIRCLED ITEMS:
HOUSING TOURIST ACTIVITIES BOAT CHARTERING ROAD MAP FROM FREEWAYS

Windward Leg Spring 1991
### 1990 GOODTIMES REGATTA

Waterway Sailing Club
Lake Waterway, S.C.

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### CHECK OUT THE

**1991 U.S. NATIONAL MASTERS CHAMPIONSHIP**

**JUNE 14 - 16**

**SEA CLIFF, NY**

**IF YOU'RE 40 YRS. OR OVER MAKE THIS YOUR EVENT OF THE YEAR**

FOR MORE INFO CONTACT:
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12 THE DRIVE, SEA CLIFF, NY 11579
H) 516-671-9401

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*continued from page 15*

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Hal Storey and Arthur Deacon preparing to secure their Sunfish after a day of racing.

Port Tack Works! The “White Sail” boats David Loring #0, John Anderson #59027 along with Arthur Deacon #16541 successfully start on the pin end on port tack.

Let’s start with Dave Chapin. As Bob Findlay put it best, “When Chapin turned 16, he was unstoppable.” He continued on in his sailing career to win the above mentioned Worlds, win the Snipe Worlds, collegiate All-American, the Pan Am Snipe gold medal, and in a Soling: CORK, THE ’84 Olympic Trials (5th), and the ’88 Olympic Trials (2nd). At the 1990 Red Lobster Cup, he came in second in the celebrity division to 1990 Rolex Yachtsman of the Year, Jim Brady. To the best of my knowledge, he has not appeared at a major Sunfish championship since 1981. It would be interesting to see how he would do if he appeared in Bay St. Louis to give Derrick and Scott a fight.

To the best of my knowledge, John Kostecki only sailed two Sunfish regattas in his sailing career: the Western Regional, that probably had under 10 boats at it, and the ’82 Worlds. After practicing heavily for two weeks prior to the regatta, he won the Worlds by a quarter point over Derrick. He went on to win the Championship of Champions, the Soling Worlds in ’86, two Rolex Yachtsman of the Year trophies, and, of course, the silver medal in Seoul in 1988. With all his yachting commitments working for North Sails on the West Coast, it would appear unlikely the class will ever see him again.

If ever the Class decided to invite a special guest to the World Championship, Doug Bourke would be my first choice. This Australian native won the Laser Worlds in a fleet that was made up of sailors from 26 different countries. With first-class competition, he annihilated a fleet that had many past world champions in it by 26 points. He was part of the Kookaburra Syndicate and must spend an enormous amount of time on the water. It’s no wonder that he was described in *Sailing World* as “nearly always being in the right place at the right time.” If the day ever came that invitations went out and he received one, he would probably be a first, since Australia has never been represented at a Sunfish Worlds, ironic as it may sound. Please feel free to prove me wrong, Mr. Buttner.
GOOD LIFE GAMES
by William H. Nunn

It was a first ever, that sailing was included in the "Good Life Games", and it came across as one of the major events. Sixteen seniors came from places as far away as Pittsburgh and Houston, to test their skills.

Sonny Decosta, of Duneden, FL took the Gold Medal, Eric Erickson, Enterprise, FL took the Silver, and Tony Kruse of Gulfport, FL Yacht Club grabbed the Bronze. The games started with a practice race on Thursday, 11/15/90 followed by the official races on Friday and Saturday.

Winds on Friday were in the 8-12 range, with moderate Tampa Bay Chop. Saturday started off about the same but a cold front came through just after the second race with winds of 20 knots, interspersed with relatively calm periods of 18 knots.

The "Games" were sponsored jointly by Barnett Bank, the St. Petersburg Times and WTVT-Channel 13. Shirley Lewis, a beautiful and talented lady, was the Chief Administrator. All the area cities and private organizations participated by supplying facilities for sports in which they were interested.

St. Petersbugh Yacht Club lived up to its reputation by putting on a first class regatta. Dr. Harald Van Eycken and his lovely wife, Barbara, were the key figures and deserve a sincere vote of thanks.

The enthusiasm of the participants and the "Good Life Games" staff indicate that sailing will very likely be included in the games next year. This should serve as a signal to Sunfish Sailors across the country to start a similar activity in their community. It is my expectation that sailing in the senior sports area will spread across the country, thanks to the energy and fun loving spirit of the Sunfish Sailors. We never grow old, just better.

Earl Gerlof and Robert Knapp tied for 4th, and it was originally thought Robert won on the "tie breaker". A later review of the sailing instructions, by the race committee, gave the 4th to Earl. Both turned in excellent performances.

1st Sonny DeCosta
2nd Eric Erickson
3rd Tony Kruse
4th Earl Gerlof
5th Robert Knapp
6th Marianne DeCosta
(a real gutsy gal)

The SUNFISH CLASS has been featured in Sailing magazine March 1991. Ask your friends to save it for you.

The annual Sunfish Class meeting will be held at the North American Championship in Bay Waveland, MS on Wednesday, July 3, 1991.
THE YANKEE DUO

The ninth sailing of the Yankee Duo Sunfish Regatta was held on the weekend of Sept. 22-23, 1990. This unique series is sailed at Pleasant Bay, Chatham, Mass. and is sponsored on Saturday (Chowder Cup) by the Sherborn, Mass. Yacht Club. Sunday (Just Desserts) racing is sponsored by the Cochituate, Mass. Yacht Club. Each day is scored separately and overall awards (The Yankee Duo) are presented by the Wellesley, Mass. Yacht Club. As these three yacht clubs are based approximately 100 miles from the sailing site, which has no buildings or other shelter, the logistics are difficult.

This year, Saturday started off partly sunny with winds of 10 knots, gusting to 15 to 20, with a threat of rain, which bothered the lunch ladies immensely. Bruce Sutphen of Jamaica Plain, Mass. ran away and hid from the fleet in the first three races, building up a lead of as much as half a leg at times. The last two races were closer, but Bruce won the fourth race and sailed his throw-out (a third) in the fifth, finishing with a total of three points after a throw-out. Al Beckwith, of Allston, Mass. and Alan Scharfe of West Newbury, Mass. were close behind, finishing with nine and eleven points, respectively. Luckily, the rain favored the lunch crew and held off until racing was almost over for the day. In keeping with the regatta name, the trophies awarded were ceramic chowder cups. Doug Ambos was awarded the "First Sherborn Finisher" trophy, a nice plaque showing a Sunfish sailing under a crescent moon. This is awarded to the skipper who finishes all races and has the highest point total.

After a hard rain during the night, Sunday dawned sunny, but windy and chilly, with temperatures in the fifties and low sixties. Wind velocities of 15 to 20 knots, gusting to 25 and 30 were clocked in the afternoon. With three of Saturday's top five sailors opting not to sail on Sunday, Al Beckwith and Bill Brangiforte of Weymouth, Mass. dueled each other for the Just Desserts win. Al managed to maintain a slight lead, but the final standing was not decided until the last race, when they finished one-two, with Al ahead. Al finished with a total of 6.25 points, Bill 8.75, and third place finisher, Kerry Pope, of Hookset, N.H. 14. Because of the high and gusty winds, many skippers decided not to sail in the two races after lunch and to get an early start on the long drive home. Only 14 of the 32 registered boats lined up for the start of the last two races. Roger Demler of Sherborn was awarded the fantail prize, two pumpkins from Bob Buttner's garden. Other place awards were merchandise useful for sailing.

Overall awards for combined results of both days were won by Al Beckwith (15.25), Malcolm Dickinson (34.75) and Bill Brangiforte 46.75.

Submitted by:
Pete Beckwith
**JUST DESSERTS RESULTS**

*September 23, 1990*

1. Alan Beckwith Jamaica Plain, MA 1-1-1-3 6.75
2. Bill Brangforte Weymouth, MA 4-1-2-5-2 8.75
3. Terry Pope Hooksett, NH 2-3-15-3-6 14
4. Malcolm Dickinson New Haven, CT 5-3-5-7-4 17
5. Dan Rumpik Warren, RI 6-2-8-9-9 24
6. Larry Cochran Manchester, CT 8-14-9-8-3 29
7. Paul Odegard Vernon, CT 14-19-4-12-1 31
8. Will White H. Hartford, CT 17-8-7-10-5 31
9. Tom Ayers W. Hartford, CT 5-18-13-4-10 32
10. Eric Woodman Weymouth, MA 7-19-11-8 33
11. Rob Williamson Acton, MA 24-22-14-1-7 43.75
12. Bob Buttner Plymouth, MA 10-5-6-DNS-DNS 54
13. Bob Williamson Silver Lake, NH 22-13-17-12-12 54
14. Roger Demler Sherborn, MA 19-20-16-13-12 60
15. Tom Philbrook Centerville, MA 11-10-DNS-DNS 60
17. Doug Ambos Millis, MA 9-12-12-DNS-DNS 75
18. Drew Buttner Plymouth, MA 12-16-18-DNS-DNS 79
19. Kevin Cassell Sherborn, MA 16-10-24-DNS-DNS 83
20. Pete Beckwith Wayland, MA 18-17-21-DNS-DNS 89
22. Chris Jaknis Newburyport, MA 15-25-DNS-DNS 93
23. Phil Brangforte Weymouth, MA 25-31-25-14-DNS 96
24. Tom McPhee Framingham, MA 21-24-21-DNS-DNS 97
25. Mon Cochran S. Orleans, MA 21-24-23-DNS-DNS 101
27. Marianne Philbrooke Centerville, MA 25-21-DNS-DNS-DNS 112
28. Glen Fitzgerald Holliston, MA 28-30-DNS-DNS-DNS 121
29. Bob Beckwith Sherborn, MA 31-26-26-DNS-DNS 122
30. Mary Charlestown, MA 30-27-DNS-DNS-DNS 123
31. Jim Canty Bolton, CT 25-29-DNS-DNS-DNS 124
32. Dinx Fitzgerald Holliston, MA 33-32-27-DNS-DNS 126

**CLOWDER CUP RESULTS**

*Sept. 22, 1990*

1. Bruce Sutphen Jamaica Plain, MA 1-1-1-3 3
2. Alan Beckwith Acton, MA 2-2-3-3-2 9
3. Alan Schaefer West Newbury, MA 8-3-2-2-4 11
4. Malcolm Dickinson New Haven, CT 6-4-7-10-1 17.75
5. Drew Stianiar Sudbury, MA 5-9-8-5-5 24
6. Doug Ambos Millis, MA 4-6-13-10 25
7. Ken Charles Bolton, CT 7-19-8-6 25
8. Larry Cochran Manchester, CT 20-7-4-9-6 26
9. Eric Woodman Wayland, MA 13-10-11-8-7 36
10. Gordon Quick Collinsville, CT 11-16-10-7 37
11. Bill Brangforte Weymouth, MA 3-5-13-17-18 38
12. Dan Rumpik Warren, RI 9-13-8-14-16 44
13. Bob Buttner Plymouth, MA 15-11-8-16-13 45
15. W. Hartford, MA 21-8-20-15-14 57
16. Charles 7-2-6-4-8 61
17. Paul Odegard Vernon, CT 16-20-17-11-24 64
18. Pete Beckwith Weymouth, MA 25-24-19-12-11 66
20. Will White 9-18-22-15-17 70
21. Rob Williamson Acton, MA 18-21-14-23-21 74
22. Roger Demler Sherborn, MA 17-17-24-19-22 75
23. Bert Hauser Simsbury, CT 22-19-23-21-19 81
25. Bob Williamson Silver Lake, NH 24-22-25-25-23 94
26. Mike Trum Sherborn, MA 26-27-26-26 105
27. Jim Canty Mamaroneck, NY DNS-DNS-DNS 108
28. Phil Brangforte Weymouth, MA DNS-DNS-DNS-DNS-DNS 110

**COME ON TEAMS!**

Announcement of Team Race Nationals

The 1991 Team Racing Nationals will be held on October 5 & 6 at Barrington Yacht Club. BYC has hosted this event before and will undoubtedly put on a great regatta. Teams are comprised of 3 sailors. Team racing is a fun and exciting form of sailboat racing. Rumor has it that a team of Midwesterners calling themselves "TEAM SLOUGH" (they are all past Johnson Slough Champions) has put out a challenge. Team Slough's spokesman, who gave this information on the condition of remaining anonymous, had the following to say: "We put out a challenge to the World, and especially to the East Coast. Team Slough will take all at the Team Race Nationals and prove once and for all that the Midwest dominates Sunfish racing." Sounds like a challenge a few Southern and Eastern teams will likely take up. Let's see everyone make it for this event. More details to follow in the summer issue of Windward Leg.

---

**GO-FAST**

By Steve Honour

I noticed in Davis Island wind that the strenuous upwind legs produced a peculiar effect on my stamina. I could not hold the boat flat even though I tried hard to do so. I realized that it was easier to stay extended when I let it heel. Every time it puffed, I would extend, but in the lulls I would retract. Now I see, in hindsight, that I was missing the chances to sheet in and point a little higher opting instead to take a little rest. I had fooled myself into thinking that I could not point as high as the heavyweights and accepted pointing lower for hopefully better speed. I went fast in the wrong direction. It is harder to hike when the boat is flatter but it produces better pointing. Since I set my course according to the wind speed, and not the direction, I had more difficulty deciphering shifts, and a reluctance to mix it up with others who, I was convinced, could 'just point higher'. I now plan to add a hiking strap, get some hiking pants, and a water weight belt (not a vest) and learn to put in a Jens rig on the water between races. I also need some more practice tacking in heavy air. Look out, leaders!

---

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Men - Women - Children

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**WINDWARD LEG SPRING 1991**
PENNSEEANIA SUNFISH CHAMPIONSHIP
Marsh Creek State Park
Downtown, PA
October 7, 1990 26 Boats

1. Malcolm Dickinson 5-3-2-4-3 21
New Haven, CT
2. Dave Davies 3-4-3-5-5 23
Middletown, NY
3. Chris Houston 13-6-1-4-1-1 25.25
Ambler, PA
4. Don Sensenig 7-7-1-2-4 27.75
E. Stroudsburg, PA
5. Lee Scharfner 1-11-3-3-11 39.75
Macungie, PA
6. Charles Knopp 12-5-2-12-8-7 46
Pocomo, PA
7. Harry League 2-17-8-17-5 54
Arlington Heights, IL
8. Harry Lebo 4-2-10-15-18-6 55
Havertown, PA
9. Dan Del Collo 14-18-6-7-16 68
Philadelphia, PA
10. Chris Todt 6-15-10-13-21 70
Collegville, PA
11. George Anderson 15-8-15-11-7-12 71
DoylesTown, PA
12. Ed White 9-10-17-13-10-13 72
Bryn Mawr, PA
13. Chuck D'Andrea 16-12-6-9-12-16 81
Philadelphia, PA
14. Benito Navamo 21-1-12-21-0-8 82.75
Valley Forge, PA
15. Susan Swenk 8-9-8-15-24 83
Upper Darby, PA
16. Rick Todt 11-13-21-16-16-14 91
Collegville, PA
17. Todd Pearce 15-21-19-8-11-18 92
King of Prussia, PA
18. Sally Rusk 19-14-13-17-14-15 92
Wilmington, DE
Wilmington, DE
20. Charles Shackelford 17-20-25-14-219 106
Old Saybrook, CT
21. Bill D'Austrich 24-10-14-19-10-20 115
Cummington, MA
22. Justin Morning 22-25-24-20-23-10 122
Bryn Mawr, PA
Moorestown, NJ
Wilmington, DE
Gwynedd Valley, PA
26. Lloyd Reid 23-23-24-24-DNF 146
Radnor, PA

Marsh Creek Sailing Club hosted the 13th annual Pennsylvania Sunfish Championship on October 7. Twenty-six sailors from six states competed in shifty 5-10 mph southwest breezes. It was a warm and sunny fall day with temperatures in the 80's. Competition was keen and the results were not easily determined until completion of the sixth race. Consistent sailing paid off for the winner, Malcolm Dickinson, from Yale Corinthian Yacht Club, New Haven, CT. Dave Davies from Highland Lake Sailing Club, Middletown, NY, also sailed consistently to finish second. Third went to Chris Houston from Peace Valley Yacht Club.

The master's trophy for sailors, age 40 and over, was easily won by Dave Davies. Susan Swenk, Marsh Creek Sailing Club, was awarded the ladies trophy and Chris Todt, Surf City Yacht Club, Surf City, NJ, won the junior category.

Marsh Creek Sailing Club schedules races regularly in the spring, summer and fall on a man made lake tucked in the rolling hills of Chester County, PA. There is adequate space to lay good courses in clear air. The Club is looking to complement its Laser and Sunfish fleets with double-handed classes.

---Susan Swenk

GULF NEWS

Bay St. Louis, Mississippi has one of the most ideal locations on the Gulf coast for Sunfish racing with the protection of the barrier islands and the relatively thin inlet to the Bay. These geographical features allow for flat water but minimal protection from the sea breezes. This may comfort the Northern lake sailors, however, there is an additional factor involved with the rising and falling tides and the current of the Jordan River. Don't let this intimidate you... heck, it didn't intimidate Bob Findlay here in the 1990 National Midwinters.

For sightseers, there is lots to do. Bay St. Louis and neighboring Pass Christian and Waveland were originally fishing villages. There is fresh seafood available off the dock and in the restaurants. There are historic sights to see along the coast and, of course, in nearby (50 miles) New Orleans. There are museums and a brand new "Aquarium of the Americas" as well as Bourbon Street in New Orleans. There are 15 golf courses within an hour's drive of Bay St. Louis and gambling on cruise ships nightly from Gulfport and Biloxi. The Stennis Space Center is an educational stopping place, with shuttle engine testing, National Data Buoy operations and a Naval research facility. You can view and order satellite photos of almost anywhere in the world.

PBh the fourth of July weekend will provide extra attractions in the fireworks displays and the world's largest fishing rodeo in Gulfport, MS. This will also require you to do some planning about your housing early.

Activities planned during the Sunfish North Americans '91 include a junior clinic, beach parties, musical entertainment, and great food. We think that you'll enjoy the racing and the shore activities.

Call Robbie Merrifield at 601-467-2179 if the information you need is not in the ad, elsewhere in this issue.

PEARSON NEWS

In our column last issue, we addressed the improvements we have made in the production of Sunfish. We are currently building boats at a rate of 6.5 boats per day. This will have to increase to 9.5 boats per day to meet Spring demand.

Many of these boats being made are the new "Regatta Version". The regatta version has several features which make it unique. These features are:

1. The boat meets our weight criteria of less than 132 lbs.
2. New aluminum tiller extension with rubber grip.
3. Harken 019 mainsheet ratchet block with spring.
4. The forward end of the hiking strap has been raised. Additionally, the hiking strap is foam padded with a nylon cover-purple!
5. The lines are all low stretch and the polypropylene mainsheet matches the hiking strap.
6. The racing sail is standard (don't worry, it's still white!)

These boats are currently available through your Sunfish dealer and they look hot when rigged.

That's what new this Springer at Pearson. In the Summer issue, I'll talk about the new optimized fiberglass daggerboard now under development.

William G. Richards
V.P. of Design, Engineering and Materials

NOTICE TO REGATTA ORGANIZERS

Brian Weeks, our Regatta Committee Chairman, has written a guidebook to be used by North American and Regional organizers to run a top-notch regatta. If you would like a copy to help you run a great regatta, please call The Sunfish Office: 313/673-2750 and leave your name, address and phone number.
he Sailing Association of North Jersey Lakes completed their season in October. The 1990 events were held at Lake Mohawk (34 boats), Greenwood Lake (45 boats), Highland Lakes (39 boats), and Green Pond (42 boats). The average turnout was 40 boats per regatta!!!

**Lake Mohawk (May 5)**
1. Scott Kyle 5.5
2. Mark May 14.75
3. Stephen Manson 21
4. Scott Greenbaum 22
5. Don Sensenig 29

**Greenwood Lake (May 12)**
1. Don Sensenig 23
2. Scott Kyle 5.5
3. Mark May 14.75
4. Stephen Manson 21
5. Scott Greenbaum 22

**Highland Lakes (Sept 22)**
1. Stephen Manson 11.75
2. Brian Weeks 18
3. Harry Leaguve 19
4. Courtney Young 20
5. Bob Griswold 25

**Green Pond (Oct 6)**
1. Courtney Young 7.25
2. Don Sensenig 13
3. Stephen Manson 13.75
4. Malcolm Dickinson 18
5. Doug Brown 19

The series is scored allowing 4 throwouts, hence one must race in only 3 events in order to qualify to participate.

**Overall Top Ten**
1. Stephen Manson 32.25
2. Courtney Young 47.25
3. Don Sensenig 57
4. Bob Griswold 59
5. Doug Brown 60
6. Scott Greenbaum 65
7. Brian Weeks 90
8. Bob Krahalk 120.75
9. Dave Davies 130
10. Dave Weeks 144

**Junior Championship**
1. Derek Jackson 16 - 25
2. Mark Rosenkrantz 16 - 25
3. Chris Daggett 16 - 25
4. Dave Mesick 16 - 25
5. Bob Krahalk 16 - 25
6. Scott Kyle 16 - 25
7. Malcolm Dickinson 16 - 25
8. Scott Greenbaum 16 - 25
9. Brian Weeks 16 - 25
10. George Seary 16 - 25

**Age 36 - 45**
1. Steve Brown 120.75
2. Bob Tomsey 130
3. Jerry Blouin 144

**Age 16 - 25**
1. Bob Krahalk 16 - 25
2. Scott Kyle 16 - 25
3. Malcolm Dickinson 16 - 25

**Age 26 - 35**
1. Bob Krahalk 26 - 35
2. Scott Greenbaum 26 - 35
3. Brian Weeks 26 - 35
4. George Seary 26 - 35

This season's winner of the ED Syracuse Sportsmanship Award as voted by the participants was Dave Weeks. Congratulations!!

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

5 Days of:
- Boat Handling
- Tactics
- Starts (over 200)
- On-Water Drills (all day)
- Boat/Sail Tuning
- Lectures/Video Replays

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

Rick White's Sailing Seminars 1-800-484-2075 and Dial "SAIL" after the beep
PORT WASHINGTON YACHT CLUB
1990-91 New Year’s Regatta
Sunfish Division
16 Boats

1. Doug Wefer 2. Paul-Jon Patin
Sea Cliff, NY Blue Point, NY
Blue Point, NY Locust Valley, NY
New Haven, CT Garden City, NY
7. Melissa Shephard 8. Ronnie Abels
Sea Cliff, NY Sea Cliff, NY
Huntington, NY Locust Valley, NY
Levittown, NY Mountain Lake, NJ
Mountain Lake, NJ Oyster Bay, NY
Sea Cliff, NY Locust Valley, NY

Patin found Sunday better to his liking. After a third in the first race of the day, he ran off 3 firsts to take the lead after Day 2. Wefer was stumbling along with two thirds, a third, and a second while Ras-Allard was staying in the hunt with a 14-2-2. Malcolm Dickinson was able to overcome his Saturday obstacle to be a force for the day with a 4-2-5-4.

Tuesday, New Year’s Day, began with Wefer and Patin keeping a close eye on each other. Wefer got the early lead and never gave it up. Fortunately for him, that’s the way his day went. Everything Wefer did worked well and he built a lead quickly. Wefer was first for the regatta with Patin second and Ras-Allard third. Afterward, Wefer and Patin discussed how much fun the regatta was with 13 races and the close racing. Both agreed that anyone who loves close racing would love this regatta.

Port Washington Y.C. hopes to see many more Sunfishers next year for the 61st New Year's Regatta. Tentative dates are December 28 & 29 and January 1, 1992.

—Doug Wefer

VIDEOS - VIDEOS?
Where are the VIDEOS?
The videos are here. We have put together a program whereby USSCA individuals and fleets can borrow/rent or buy the various videos we have available. Video rental is $9.00 a copy and requires a $50.00 deposit. $41.00 will be returned to you when you return the video. Videos can be purchased for $45.00 a copy.

We have the following video’s available:
First Worlds (St. Thomas)
Third Worlds (Bermuda)
SAIL TO FREEDOM
18th World (Aruba)
19th Worlds (Nassau)
1989 Masters Regatta (Florida)
SUNFISH Promotional Video

We are in the process of trying to acquire videos of interest to Sunfish sailors. If you know of any, please bring them to my attention.

Call us at The Sunfish Office -- 313/673-2750 or send your check to USSCA with requests.

—Terry Beadle

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Windward Leg Spring 1991

28
Waccamaw Sailing Club
Whiteville, NC

October 13-14, 1990 23 Boats

1. Louis UICalsi 2-5-2 7
Lutz, FL
2. Rod Knoch 1-4-3 7.75
St. Petersburg, FL
3. Mark Taylor 3-6-1 5.75
Tampa, FL
4. Randall Swan 7-2-8 17
Mt. Pleasant, SC
5. Harry Lehigh 8-1-10 18.75
Arlington Heights, IL
6. Jeff Linton 6-14-4 24
Tampa, FL
7. Leslie Fisher 11-5-6 25
Sarasota, FL
8. Fred Alaks 4-15-7 26
Loest Valley, MD
9. Timothy Hochull 4-15-7 26
Casselberry, FL
10. Bill Smith 12-9-4 27
Wilmington, NC
11. Pierce Barden 15-11-15 31
Wilmington, NC
12. Lisa Robertson 9-17-11 37
Wrightsville Beach, NC
13. Donald Fisher 16-5-13 37
Wilmington, NC
14. H.B. Wells, Jr. 19-10-12 41
Whiteville, NC
15. Andrew Swan 13-12-17 42
Mt. Pleasant, SC
Charleston, SC
17. Eddie Nowell 14-16-16 46
Wilmington, NC
18. Michael Sparks 18-19-18 55
Raleigh, NC
19. David Cooke 21-20-15 56
Dan, NC
20. Bruce Dorman 29-18-20 58
Wilmington, NC
21. John Linton 17-DNF-DNS 68
Tampa, FL
22. Dick Powell DNF-DNS-DNS 70
Whiteville, NC
23. Jeff Worn DNF-DNS-DNS 71
Abermarl, NC

Waccamaw Sailing Club hosted the Southeastern U.S. Regional Championship and North Carolina State Championship Regatta, October 13th and 14th, with great competition but very little wind. The Southeastern US Regional Champion is Louis UICalsi from Lutz, Florida and the North Carolina State Champion is Bill Smith from Wilmington, North Carolina.

With the wind blowing a constant 0 to nothing, the race committee became excited with an increase to about one and half mph wind and started the first race too early, which was thrown out by the protest committee. Then came a wait of approximately three hours for the famed 4 o'clock sea breeze. The only problem was that it didn't come until about 5 PM and continually shifted from the southwest to the south. Consequently, the race became a parade but could not be abandoned and resailed because darkness was fast approaching.

Sunday morning was a little better, only when compared with the previous day, with the wind blowing about 7 mph. However, this provided not only much better starting lines but better courses as well. The race committee was able to get two races finished before the time limit.

All conditions were on "go" Saturday night with the social hour of beer, wine and hors d'oeuvres followed by dinner and then dancing in the Pavilion with more dancing in the Pavilion.

Thanks to all who came and participated and made this 17th annual Indian Summer Regatta a success.

WBBC SUNFISH FALL REGATTA
Cazenovia, NY

Sept. 8, 1990 17 boats

1. Stephen Eckert Cazenovia, NY 1-1-1-3 5.25
2. Mark Weinor Cazenovia, NY 3-4-3-1 10.75
3. Jack Howell Fayetteville, NY 2-7-4-2 15
4. Alan Glass Cazenovia, NY 9-3-2-7 20
5. Chip Boyer Rochester, NY 8-2-7-6 21
6. Angela Haskell Hamilton, NY 7-5-6-5 23
7. Ben Miller Rochester, NY 4-8-5-10 27
8. Tracy Boller Milton, NY 10-9-4 29
9. Jack Nutz Fayetteville, NY 5-9-12-8 34
10. Brian Dugle Milton, NY 11-10-8-9 38
12. Dave Smith Penfield, NY 14-11-14-12 52
13. Cory Leipart Milton, NY 13-14-13-14 54
16. Tom Crane Cazenovia, NY 15-12-DNS-DNS 64

FALL REGATTA

Wind: light and variable

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Windward Leg Spring 1991
Twenty-five sailors gathered for the annual Northern Midwinter Championships held at Barrington Yacht Club. The sailors were greeted with sunny skies, strong breezes, and temperatures in the 40°s ideal racing conditions. The racing was tight, with boats often overlapped at the weather mark. Scott Kyle, in his first time at Barrington that season, jumped to the early lead taking the first three races. Close on his heels was Ed Adams with three seconds. A three way battle for third was heating up between Geoff Moore, Jens Hookansen, and Bruce Sutphen. By race four, Barrington's famed current became a major factor, as sailors headed for shallow waters near the shore upwind and stayed in the middle of the course downwind. Adams played the current well and took the race, setting up a showdown for the finale. In race five, Kyle rounded the weather mark first, but shifted into the conservative mode and covered the fleet to sure the win. Adams won the race, with Moore in second, while Kyle held on to the win by taking third. Barrington Race Committee did its usual professional job in running the races.

**NORTHERN MIDWINTER CHAMPIONSHIP**
Barrington, RI
Dec. 1, 1990  25 boats

| Place | Name                  | City, State | Score |
|-------|-----------------------+-------------+-------|
| 1     | Scott Kyle            | New York, NY| 1-1-1-2-3 | 7.25  |
| 2     | Ed Adams              | Newport, RI | 2-2-2-1-1 | 7.5   |
| 3     | Geoff Moore           | Newport, RI | 18-3-3-4-2 | 28    |
| 4     | Jens Hookansen        | Newport, RI | 4-8-5-5-5 | 28    |
| 5     | Bruce Sutphen         | Hyde Park, MA| 3-4-9-9-4 | 29    |
| 6     | Lars Gaczi            | Barrington, RI| 5-8-6-3-7 | 29    |
| 7     | Fred Abels            | Newport, RI | 5-5-12-6-6 | 38    |
| 8     | Kevin Coughlin        | Cumberland, RI| 7-11-7-7-8 | 40    |
| 9     | Scott Greenbaum       | Columbia, MD | 8-7-4-11-13 | 43    |
| 10    | Rudi Reuter           | Wickford, RI| 9-6-8-13-11 | 47    |
| 11    | Alan Bedwith          | Allston, MA | 18-13-10-8-6 | 55    |
| 12    | Ken Charles           | Manchester, CT| 12-10-14-15-16 | 66    |
| 13    | Stephen Barnes        | Columbia, MD | 25-17-11-10-10 | 73    |
| 14    | Betsy Healey          | Barrington, RI| 12-19-18-17-15 | 81    |
| 16    | Dan Rumpik            | Warren, RI | 14-20-17-18-14 | 83    |
| 17    | Malcolm Dickinson     | New Haven, CT| 25-16-19-12-12 | 84    |
| 18    | Paul Odegard          | Vernon, CT | 11-DNF-15-16-DNF | 92    |
| 19    | Bill Wicks            | Tiverton, RI | DNS-14-16-19-DNF | 99    |
| 20    | Peter Barnes          | Wellesley, MA| 17-18-20-DNF-DNS | 105   |
| 21    | Reed Baer             | Needham, MA | DNS-10-DNS-DNS-DNS | 110   |
| 22    | John Kause            | Barrington, RI| 13-DNF-DNS-DNS-DNS | 113   |
| 23    | Karen Kubitski        | Mountain Lakes, NJ| DNS-DNF-DNF-DNS-DNS | 125   |
| 24    | Eric Woodman          | Boston, MA | DNS-DNF-DNS-DNS-DNS | 125   |
| 25    | Steve O'Connor        | Little Compton, RI | DNS-DNS-DNS-DNS-DNS | 125   |

**LAKE GLENDALE SAILING CLUB JUNIOR REGATTA**
Prince Gallitzin State Park, Patton, PA
July 7, 1990  15 boat

| Place | Name                  | City, State | Score |
|-------|-----------------------+-------------+-------|
| 1     | Che' Hale             | 3-1-1-1     | 5.25  |
| 2     | Leonard Evansic       | 1-4-5-7     | 16.75 |
| 3     | Jennifer Kimball      | 5-5-5-4     | 17    |
| 4     | Christy Evansic       | 4-3-3-11    | 20    |
| 5     | Katie Crissy          | 7-5-6-4     | 23    |
| 6     | Scott Leahosky        | 2-7-6-8     | 23    |
| 7     | Gailishen Witt        | 8-2-9-10    | 29    |
| 8     | Beth Kimball          | 9-11-10-3   | 33    |
| 9     | Les Kimball           | 12-10-12-3  | 36    |
| 10    | Jenny Leahosky        | 11-3-7-6    | 36    |
| 11    | Joe Bums              | 10-4-15-5   | 38    |
| 12    | Cathy Evansic         | 6-12-12-DNF | 45    |
| 13    | Alwine Kimball        | 12-13-13-12 | 50    |
| 14    | David Gatto           | DNS-DNS-DNS | 53    |
| 15    | Eric Bennett          | DNS-DNS-DNS | 59    |

Fifteen eager Sunfish skippers participated in the second annual Lake Glendale Sailing Club Junior Regatta on July 7, 1990. Shifting winds were light to calm, diminishing throughout the day. Thirteen sailors competed in all four races and fifteen in one race. The ages ranged from 11 to sixteen years. There were eight boys and seven girls. Each sailor had participated in Junior Sailing Training offered by the club at least one year. Of the 13 who sailed all races, 10 skippers finished at least one race in the top six positions. Two, Katie and Cathy, earned a wetback award. Each sailor received a navy blue hat with the "hungry" Sunfish emblem in neon green. The top three finishers received leaded glass sun catchers shaped like Sunfish boats.
Our thanks go out to Kevin Waldeck and his wife, Kathy, who did a great job with the judging under rather adverse weather conditions.

Helen Craven presented the Win Craven Memorial Trophy to winner Bob Findlay who promised to restore the trophy to its original luster.

Ten trophies held over from last year (no wind) were awarded to the survivors.

—David King
Regatta Chairman

Daggerboard Update
February, 1991
Since last fall, Bruce Sutphen has been working closely with Pearson Sailboats to develop a plastic racing model daggerboard, within Class rules, with optimum performance. The racing board would then complement the racing sail. The latest revision of the plastic board has been raced by Bruce, Scott Kyle and Alan Scharfe with excellent results. Bruce and Scott traded the board in a six race series and the board won every time.

We are currently working with Pearson to finalize all details of the new board so that 4 to 6 production prototype boards can be made available in March at the Mid-Winters and Masters for final testing by Sunfish Class members.

The Class would like to release this new board as soon as possible, hopefully in April. The target price for the racing plastic board is $150. At the Mid-Winters, we also need to get the interest level in what we hope will be "a plastic fantastic", so that initial production quantities can be planned. In this instance, "Plastic" means a 2 part urethane core with a reinforced outer fiber glass shell.

We owe a special thanks to Bruce Sutphen and Bill Richards of Pearson Sailboats for their efforts in developing this new board. While this type of board has been discussed for several years, it is primarily the efforts of Bruce and Bill in changing the talk into action and results.

A final point, to my knowledge there has never been any action by any class member, officer or "heart of the Sunfish" member, to block or delay in any way a racing version board. Again, to my experience, the prime ingredients in developing new items like the racing sail and now a racing board is the enthusiastic involvement of the boat manufacturer and its vendors.

Respectfully Submitted,
Gordon Gelick
Chairman, Advisory Council

SEMINAR AT SUNFISH N.A.'S

Scott Kyle will be conducting a seminar for all Sunfish North American's sailors on Sunday, June 30 from 10:00 A.M. to 2:00 P.M. with a lunch break from noon to 1:00. The title of the seminar is "Critical Situations During The Race" and will consist of on-land and on-the-water sessions. Have your boat race ready. The practice race will follow the seminar at 3:00 PM.
Classifieds

SUNFISH COVERS AND SPAR/MAST BAGS. Good — Polyester/cotton canvas: boat cover $135.00, bag for $70.00. Best (better than Sunbrella for trailering); reinforced poly, celanes and fortrel — won’t leak or shrink—cover $185.00, bag $86.00. Sunbrella also available. Full covers go completely over sides. Nautical blue or gray. LITTLE LAUNCHER - Boat dolly, $60.00 - Two wheels on each side for getting through sand, etc. easily. QUICK N’ EASY CAR-TOP CARRIERS. $65.00. Universal carrier for vehicles with good rain troughs. Send check made payable to Margaret (Peg) Beadle, 3782 Covert Road, Waterford, MI 48328. MI residents, add 4% tax.

AUTOGRAPHED BOOKS BY DERRICK FRIES — “SUCCESSFUL SUNFISH RACING” $15.00 and “SINGLEHANDED RACING” $13.00. (Non U.S. residents add $4.00). N.A. and World champion tells how to place well in racing. Send check to: Margaret Beadle, 3782 Covert Rd., Waterford, MI 48328. (MI residents, add 4% tax).

DINGLE DANGLE: A wind direction indicator for your Sunfish. Easily attaches to the gaff and is sure to improve your performance in light and heavy air. Just $10.00 or get together with a friend and order two for $15.00. In addition, you can keep your main sheet from catching on your hat or life jacket with my snap-on SHEET HANGERS. Order a pair for $5.00. The snap-on TILLER TENDER is a great cruising device, and can really help a sailor learn more about trimming the Sunfish for greater speed. Just $13.00, and once you try it you won’t leave the dock without it. I need to know whether you have the old tiller or the new hull design. Stretch cord colors are white, red, blue, green, or black. A CENTERBOARD SNUBBER is available for $5.00, and includes a spare. The lockable fiberglass COCKPIT COVER is only available in white, and is for the old hull design. Price is $90.00 UPS. A product catalog is available upon request. Send check to Jim Uroda, 113 Talisman, Lake Jackson, TX 77565. All prices include S&H.

NEW white racing sails are IN. What does one do with accumulation of OLD sails? Send them to BLOWN OUTS! We will remove cover and shirts and pants for you or send you money. For information, write or call: G&T Enterprises, INC. 36 Tyler Street, Sparta, New Jersey 07871, 1-800-782-0796.

THE SUNFISH CONNECTICUT RIVER CLASSIC RETURNS!!! The planned revival date for this two person overnight sail from Hartford to Essex is the weekend of June 1 & 2. Send SASE for registration info to Richard Campbell, 31 Meadowood Lane, Old Saybrook, CT 06475.

FREE INFORMATION ON FLORIDA REAL ESTATE— If you are thinking of a move to the Sunshine State, let me help you. I can supply information on the entire State, coast to coast. And the best Sunfish® areas for year round sailing. Call or write Bill Nunn, C-21® Real Estate Network, 7126 Central Ave., St. Petersburg, FL 33707. 813-381-2595.

SUNFISH WINDOWS ‘new max size’ 1 week service $25.00. Includes return shipping. Also affordable repairs. References on request. Bob Cullen Sailworks, 16 Hillside Rd. RFD #5, Colchester, CT 06415, 203-537-1085.

SUNFISH FOR SALE after the 1991 World Championship, there will be a limited supply of Worlds Edition Sunfish available for purchase through dealers in the Florida area. These will be available at discount prices even though they will be equipped with racing equipment, including unive. tiller extensions, ratchet block and no. stretch line package. Call the Class office for more information.

ANNOUNCEMENTS

ATTENTION REGATTA ORGANIZERS Mailing Labels & Membership Lists can be obtained by writing to: Mr. Terry A. Beadle International Sunfish Class Association P.O. Box 128 Drayton Plains, MI 48330-0128 (313) 673-2750 Specify your requirements (states, zip codes, etc.). Most any requirement can be met. Lists and labels are $15.00 + 5 cents per name plus postage.

PLEASE CHECK YOUR MAILING LABEL. Send in any address changes or corrections so you don’t miss any issues of the Windward Leg. This is important! The Class pays to send them out and has to pay when they come back. Past issues of the Windward Leg can be ordered by sending $3.00 (check payable to USSCA) to Peg Beadle, 3782 Covert Rd., Waterford, MI 48328.

SAIL NUMBERS: Please order your new sail numbers from THE SUNFISH OFFICE. Send a check for $10.00 made payable to USSCA to P.O. Box 128, Drayton Plains, MI 48330. These are sticky back official 10" black cloth numbers. Help to support your class. Make sure to include your name, address and sail number.

If you have never been a member of USSCA, a new membership is $30.00 but you are sent cloth self-adhesive numbers—registration—(a real bonus) along with class rules and constitution booklets.

United States Sunfish Class Association P.O. Box 128 Drayton Plains, Michigan 48330

FORWARDING AND ADDRESS CORRECTION REQUESTED Have you paid your 1991 dues yet?

SUBSCRIPTION EXPIRATION NOTICE Membership is for calendar year. To renew your membership, on a sheet of paper write your name, mailing address, home phone, work phone, Fleet number, Fleet location, and sail number, enclose it with your check for $25 payable to USSCA, and send it to United States Sunfish Class Association, P.O. Box 128, Drayton Plains, MI 48330. PHONE: 313 673-2750