DAVIS ISLAND YC DOES IT AGAIN!

by Lee Parks

What will 40 bucks buy these days? Not much. Except at Davis Island Yacht Club in Tampa! Get this - the $40 entry fee for the Midwinters bought a regatta t-shirt (a Cindy Clifton original), a pizza/keg party Friday night, a prime rib dinner Saturday night, free housing or camping if you wanted, cheap charter boats for those flying in, tons of door prizes, six great races on Tampa Bay and three days of (almost) sunshine!

This year’s Midwinters was a record-breaker - 88 boats - beating the old record of 78 boats (also at DIYC). Bob Findlay was back to try for a 6th Midwinters win (and failed). Former NA Champ Alan Beckwith stopped in between '470' races. Hometown favorites included Rod Koch, Joe Blouin, Jeff Linton and Mark Taylor. And, Junior NA Champ David Clement is also from Tampa. For international flavor, add four Venezuelans and Jimbo Stewart from Bermuda. All the major Sunfish strongholds were represented.

It was apparent that "Team Florida" was "loaded for bear." They had something to prove. This would be the regatta which would change the Chicago area's dominance of Sunfish championships.

The it-never-does-this-here wind conditions on Tampa Bay proved challenging to locals and foreigners alike, as well as the race committee. Principle Race Officer Henry Moore managed to get in three solid races on the first day, knowing the unpredictability of the Bay area weather. Good thing 'cause Saturday turned up flat calm.

Consistency paid off for Beckwith who really earned his first Midwinter title. Alan had no trouble figuring our the shifty winds. He finished consistently in the top ten and lead racing at the end of each day. Beckwith, 36, is an electrical engineer who has taken time off to mount a 470 campaign for the 1992 Olympics.

INTERNATIONAL MASTERS CHAMPIONSHIP

by Dick Tillman

The 1992 Sunfish International Masters Championship was held on the spacious waters of the Banana River off Patrick Air Force Base, on Florida's east coast near Satellite Beach, February 28 through March 1. Forty four competitors traveled far and wide, including Jim Stewart from Bermuda, and from all corners of the U.S. to sail in the three day event. The entries were divided into three age groups: 40-50 years (12 entries), 51-61 years (14 entries) and 62 and over (18 entries).

The Banana River is a premier sailing venue, situated less than half a mile from the Atlantic Ocean with no current and virtually no obstructions affecting the wind on the course. A sandy beach for launching, a water depth of 6-8 feet throughout the racing area, and warm, sunny weather proved to be ideal for the competitors and the race committee.

In Friday's two races, held in 15-18 knot Northwesterlies, short and steep waves developed, producing challenging beats and exciting runs on the Olympic style courses set by Race Committee Chairmen Nancy Haberland and Tim Hotchkiss. These two generously gave of their training time preliminary to Nancy's sailing in the Europe Dinghy Barcelona Olympic Trials. Friday evening, the competitors enjoyed a barbeque held on site following the races, with a radiant sunset on the river as a backdrop.

The wind held for the morning of the second day and, if anything, increased in strength to 20-25 knots from a westerly direction, dropping to 5-10 knots in the afternoon. Four races were sailed, two in the morning and another two after lunch. Joe Blouin, of Tampa, had held the lead with a 3, 1 the first day, but Len Ruby, of Boston, gained the continued on next page
The sailors were seen playing with frisbees on shore as they waited to see if the lead on Saturday with finishes of 6,2,2,1.

Don Acker (34)-29-31-28-29-21-31 169
DeCosta of Clearwater, FL

Sonny DeCosta won this race, with Harry League of Sarasota, FL placing second and third overall. At the awards presentation held at Patrick Air Force Base Yacht Club, Regatta Chairman Bill Haberland announced the winners of special prizes (teak jewelry boxes) awarded to the top three teams who were paired after the first day of racing. Their combined scores showed Jack Aldis and Larry Cochran, first; Jerry Callahan and Nancy Swan, second; Don Bergman and Marianne DeCosta, third. This idea, conceived by Bill Haberland, added to the camaraderie and competitiveness of the event and was enjoyed by all. Bob Bigham outdistanced his rivals to be recognized as the most senior sailor at 81 years young. Nancy and Tim received a special award of thanks for their outstanding race committee duty. Many other sailors received door prizes of Sunfish stationery given by Sunfish/Laser USA.

The Sailboat Garage, Sunfish caps and jackets given by the new builder of Sunfish, Sunfish/Laser USA; Rail Rider jackets and shorts; a gift certificate given by Sailing Angles, Ocean Gear T-shirts, and regatta beverage can huggies. Finally, etched glass mugs were given to the top three in each of the three age groups and the top five overall received wood Sunfish-shaped cutting boards. The overall winner, Len Ruby, was also presented a jacket, provided by Sunfish/Laser USA.

Lead on Saturday with finishes of 6,2,2,1. That night, the competitors and guests were treated to a spectacular buffet dinner at the Ramada Oceanfront Resort.

On Sunday, the breeze fizzled out and the best race with a second. Len Ruby easily outdistanced the field with Don Bergman of Holland, MI and Charlie Clifton of Sarasota, FL placing second and third overall.

<table>
<thead>
<tr>
<th>Results by Age Groups</th>
<th>40-50 years</th>
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<tbody>
<tr>
<td>1. Len Ruby</td>
<td>18.75</td>
</tr>
<tr>
<td>2. Charlie Clifton</td>
<td>25.5</td>
</tr>
<tr>
<td>3. Joe Blouin</td>
<td>28.75</td>
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<tr>
<td>4. Ron McHenry</td>
<td>55</td>
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<tr>
<td>5. Harry League</td>
<td>55</td>
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<tr>
<td>6. Tim Stewart</td>
<td>65</td>
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<tr>
<td>7. Sharron Crockett</td>
<td>65</td>
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<tr>
<td>8. Ursula Olson</td>
<td>100</td>
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<tr>
<td>9. Nancy Swan</td>
<td>108</td>
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<tr>
<td>10. Rita Steele</td>
<td>158</td>
</tr>
<tr>
<td>11. Bonnie Sevier</td>
<td>159</td>
</tr>
<tr>
<td>12. Cherry Shepard</td>
<td>251</td>
</tr>
</tbody>
</table>

| 1. Len Ruby                   | 18.75      |
| 2. Dick Tillman               | 25.5       |
| 3. Jean Bergman               | 28.75      |
| 4. Randall Swan               | 55         |
| 5. Bill Haberland             | 65         |
| 6. Linda Tillman              | 65         |
| 7. Charlie Bounding           | 85         |
| 8. Gerald Callahan            | 97         |
| 9. Joe Kaukelinen             | 98         |
| 10. Don McNeir                | 114        |
| 11. Terry Beadle              | 117        |
| 12. Marianne DeCosta          | 182        |
| 13. Stuart Shadbolt           | 187        |
| 14. Brenda Shadbolt           | 237        |
| 51-61 years                   |            |
| 1. Don Bergman                | 24         |
| 2. Dick Tillman               | 28.5       |
| 3. Jean Bergman               | 65         |
| 4. Randall Swan               | 65         |
| 5. Bill Haberland             | 65         |
| 6. Linda Tillman              | 65         |
| 7. Charlie Bounding           | 85         |
| 8. Gerald Callahan            | 97         |
| 9. Joe Kaukelinen             | 98         |
| 10. Don McNeir                | 114        |
| 11. Terry Beadle              | 117        |
| 12. Marianne DeCosta          | 182        |
| 13. Stuart Shadbolt           | 187        |
| 14. Brenda Shadbolt           | 237        |

60 and over

| 1. Sonny DeCosta              | 49.75      |
| 2. Eric Erikson               | 53         |
| 3. Larry Cochran              | 65         |
| 4. Jack Aldis                 | 110        |
| 5. W. Bartoshesky             | 138        |
| 6. Norman Castle              | 140        |
| 7. Rita Steele                | 161        |
| 8. Nort Hutchison             | 168        |
| 9. Don Acker                  | 169        |
| 10. Peter Backwin             | 179        |
| 11. Allan Borchert            | 184        |
| 12. Herb Freund               | 203        |
| 13. Earl Gerloff              | 213        |
| 14. Joe Creany                | 224        |
| 15. Doty Faylene              | 229        |
| 16. Frank Wilkinson           | 232        |
| 17. Don Cochran               | 237        |
| 18. Bob Bigham                | 238        |

| 35. Bonnie Sevier             | 45-(45)-32-25-26-24-38  190 |
| 36. Herb Freund               | 26-35-30-45-45-(45)-22  203 |
| 37. Earl Gerloff              | 22-34-22-45-45-(45) 213  |
| 39. Faylene Doby              | 45-45-(45)-34-35-36 229  |
| 40. Frank Wilkinson           | 36-32-45-45-45-(45) 232  |
| 41. Don Cochran               | 36-21-45-45-45-(45) 237  |
| 42. Brenda Shadbolt           | 39-45-(45)-39-35-34 237  |
| 43. Bob Bigham                | 45-45-(45)-38-28-37 238  |
| 44. Cherie Shepard            | 45-45-(45)-40-36-40 251  |
Midwinters continued
Bob Findlay snuck into second place ahead of Koch who slipped to third. Joe Blouin was 4th and Charlie Clifton was 5th. All in all, Team Florida put four in the top ten but failed to win the event. So, the stage is set for a rematch - Barrington, RI, August 1-7, The North Americans. Team Florida will try again!

The top junior was David Clement of Tampa in 19th place overall; the top female was Jean Bergman of Holland, MI in 28th place; and, the top Master was Randall Swan of Mt. Pleasant, SC in 9th place.

Many thanks from the whole Sunfish Class go to Henry Moore (and crew) for some superb racing, to Jeff Linton for providing almost-dry charter boats, and to Bonnie Sevier (and all the DYIC volunteers) for orchestrating the entire event.

1992 SUNFISH MIDWINTER CHAMPIONSHIPS
DAVIS ISLAND YACHT CLUB
FEBRUARY 21-23, 1992  88 Boats

1. Alan Beckwith  2. Bob Findlay
6. Hank Saurage  7. Eduardo Cordero
28. Jean Bergman

29. Rodrigo Guzman  30. Leslie Fisher  31. Larry Cochran
32. Al Thompson  33. Dale J. Dunston  34. Sonny DeCosta
41. Harry League  42. Linda Tillig  43. Eric Erickson
44. "Andrew Swan"  45. Mark Kaulkeinen  46. Johnny Biliac
47. Steve Barnes  48. Arnold Parratt  49. Cindy Clifton
50. James Ewing  51. Tom Katterheinrich  52. Lois Blodgett
53. Gerald Callahan  54. Gail Rosene  55. Louis LiCalvi
56. Paul Straley  57. Earl Geroff  58. Dave Katinich
59. Gail Heausler  60. Chip Clifton  61. "Chip Clifton"
62. Will White  63. Jim Murphy  64. Sharon Crockett
68. Lamar Davis  69. Pete Beckwith  70. Bonnie Sevier
71. Gail Turluck  72. Leo Parks  73. Whit Davis
74. Nevins  75. Ed Carr  76. Marianne DeCosta
77. Norton Hutchinson  78. Rebecca LiCalvi

82. "Pablo H. Voth"  83. Jeff Knissenger  84. Christina Ghionis
85. "Alex Leugers"  86. Robin Clement  87. Bob Foster
88. Peter Johnstone  89. "Jennifer Pearson"

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NEED HELP?
Solutions from past Leg issues

Previous issues of Windward Leg can be ordered from the Class by sending $3.00 each (check payable to USCA) to Peg Beadle, 3782 Covert Rd., Waterford, MI 48328. Specify issue. Some highlights are:

- RACING WITH YOUR NEW NORTH SAIL by Derrick Fries, Vol III, No. 2.
- IDEAS TO HELP YOU WORK YOUR WAY UP THROUGH THE FLEET by Scott Kyle, Vol III, No. 4.
- PREVENTING BREAKDOWNS in THE WORKBENCH by Brian Weeks,
- ADDING A HIKING STRAP in F.Y.I. Vol. III, No. 5.
- CONVERTING TO AN INVERTED TRAILER by Malcolm Dickinson. SOLUTIONS FOR RUDDER PROBLEMS by Larry Cochran.

Windward Leg Spring 1992
A new sailing season is fast upon us. As New England and the Midwest begin to thaw, the 1992 regatta circuit hits full force. The stage has already been set by two major regattas, the Sunfish Midwinters and the International Masters, both of which were held in Florida in late February. Some highlights of this year’s racing schedule include the 30th annual North American Championships (Junior and Senior Divisions) in Barrington, RI, August 1-7. The Barrington Yacht Club, with its vast experience in hosting major sailing competitions, is gearing up for a grand slam event. The Women’s N.A.’s are scheduled for July 24-26 in Hyannis, MA. The Sunfish World’s return to the United States, September 19-26, as Houston Yacht Club, La Porte, Texas, the site of the 1984 N.A.’s, will welcome sailors from near and far for this premier Sunfish regatta.

After several years off, the Team Racing Nationals were revived in 1991, and will again be part of the schedule this year. Also check the calendar for the inaugural Sunfish Match Racing Championships, a new entrant to the growing field of competitions. With 1992 being an Americas Cup year, there will undoubtedly be strong interest for this first ever national Sunfish match racing regatta. In addition to these major events, there are over 150 local, regional, and national regattas on tap for 1992 from California to the Carolinas.

The current International Sunfish Class Association Constitution and Measurement Rules (ByLaw 1) have been rewritten and will be available shortly. The many recent modifications relating to the structure and rules governing ISCA have prompted the updating of these documents. I would like to thank Lee Parks, Inshore Director at US Sailing (Formerly USYRU) for her time and effort in accomplishing this formidable task.

1991 saw several positive changes for the Class, including the successful transition of boat manufacturers to Sunfish Laser, Inc., the introduction of a Sunfish Hall of Fame, as well as the enthusiastically received revisions in the Junior age division (adding an under 14 age bracket and increasing the overall age to 16 during the calendar year from 15). I would like to thank all of the Class Officers, Committee Chairs, Regional Representatives, and fellow Class members who have given input and made contributions on the local and national level over the past 12 months. It is with this commitment and support that the Class looks forward to a productive and exciting 1992 season. See you on the water.

Scott Peng
**1991 USSCA ANNUAL MEETING**

President Scott Kyle called the 1991 U.S. Sunfish Class Association meeting to order on Wednesday, July 3, at the Bay Waveland Yacht Club, MS in conjunction with the 1991 North American Championships. The minutes of the 1990 meeting were approved as published in the Windward Leg.

**President's Report—Scott Kyle**
(Published in Windward Leg, Summer 1991, Vol III No.7)

Larry was not present, but sent his report. As of June 25, 1991, USSCA had a balance of $7508.00. This compares to $14,836 at the same time last year, however, the ISCA dues had not been paid in 1990. USSCA pays ISCA $5.00 per member in dues. $3,050 in ISCA dues has been paid for 1991. Still, we are not in as good financial shape this year as we were at the same time last year. ISCA President Alan Scharfe advised the treasurer not to pay any more ISCA dues until we see where we stand at the end of the year. ISCA doesn’t need the money right now. USSCA membership as of June 1 was 1143, compared to 1081 for June 1, 1990. Larry estimates 1991 membership will reach 1359 for the year, compared to 1305 for 1990. Larry assumes that these members will continue to pay dues in 1992. Based on this and on experience in 1990, and assuming two more Windward Legs at $4000 each, we should be short about $882 of meeting all expenses, including paying our ISCA dues. There is no doubt that dues must be increased for 1992. It is Larry’s advice that the new dues schedule should be planned for Fall and should depend on the class objectives for next year.

**Advisory Council Report—Gordon Gelick**

Proposed changes to the Sunfish Class Measurement Rules (ByLaw 1).

**Treasurer's Report—Larry Cochran**
(Leg, Summer 1991, Vol III, No.7)

Nominating Committee—Don Bergman

The following nominees were proposed and elected:

- Southwest Region—John Focke
- Inland Lakes Region—Tom Raster
- Midwest Region—Tom Katterheinrich
- West Region—Harvey Atkinson
- Advisory Council Representatives—Paul Odegard and Bruce Suphen

**USSCA Hall of Fame**


Respectfully submitted by USSCA secretary, Jean Bergman.

**NOTICE**

The USSCA general meeting for 1992 will be held at The North Americans in Barrington, Rhode Island during the week of Aug. 1-7, 1992.

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**SHORESIDE BY M.J.**

Florida was the site for the Midwinters and the Masters in February. There was a good turn out for each Regatta. The Northerners flew in and drove in to enjoy good weather, sunshine, sailing and friends. The Florida friends had put in a lot of work to host these events and the hospitality was great.

Tom Katter-who’s sister, Linda, came to watch and we hear Tom has talked her into racing a Sunfish. The guys on the water will be watching her!

There were several father and son pairs that came to race. Lamar and Whit Davis of Savannah, GA; Randall and Andrew Swan of Mt. Pleasant, SC; Pete and Alan Beckwith of MA; Charlie and Chip Clifton of Sarasota, FL and wife and mom, Cindy, raced too. Cindy designed and made the great T-shirts that were given to the sailors. Nancy and her dad, Bill Haberland raced and there were a few husband and wife duos, too. Sunfish racing is a great family sport.

Alan Beckwith and Nancy Haberland are both headed for the Olympic trials in CA. I hope that they will let us know what is happening. We are very interested and would love to have part of our “Funfish Family” do well. We wish success to both of you. Write home and hopefully, we’ll all send money.

The Midwinters were very successful. Many of the ‘40 +’ crowd had come to race both weekends. So, it was a short trip to the other side of the state for the next weekend of racing at the Masters.

Len Ruby, his daughter, Rebecca, and her friend, Suzan, had driven twenty-three hours from Boston (straight through) and after a few hours of sleep, the girls looked great and were ready to ‘hit the beaches’. Looking....! Len didn’t look quite as good but he really came through. He walked away with the first place trophy and a beautiful new Sunfish jacket. Excuse me! Rebecca let him wear it about two minutes and thought it would look better on her. I’ll bet Len never thought he would have to share his clothes with daughters. The girls even went home with new prom dresses. They ran into a lady who actually made the prom dresses while they were in FL for 3 1/2 days. They get things done!!

There was a nice barbecue on Friday night and a wonderful dinner on Saturday. Ayla Haberland invited everyone to their home after dinner to watch videos of the racing. The Beadles also had a tape of the Aruba Worlds to show. You might be interested to know that the home bases of the participants at the Masters were: MA, NY, CT, IL, MI, FL, SC, OH, ME, TX, NC, DE, and Bermuda. The ages ranged from 40 to 81.

A good time was had by all and we hope to see you at a Regional or the North Americans to be part of your “Funfish Family”.

Windward Leg Spring 1992
**NEWS FROM SUNFISH, INC.**

Biggest Midwinters Yet! 88 boats from all over. It was a great regatta and a sign of more good things for the Sunfish Class. Davis Island Yacht Club did a very nice job organizing the event.

My mission at the Midwinters was fourfold. First, I wanted to get to know more of you and get a better feel for the Sunfish Class. Second, I hadn’t raced a Sunfish since age eight, and the Midwinters promised to be a lot of fun. It was. Third, I wanted to prove that a new boat right out of the box would be competitive. It was. Finally, the only way to evaluate the proposed daggerboard candidates is to race with them. On all counts, the Midwinters was successful. I raced as an official entrant but withdrew from every race due to the daggerboard trials.

I think it is safe to say that the proposed daggerboards are slightly faster (my “unofficial” finishes were 1, 1, 2, 5, 8, 10). These new boards can do wonders for your ego. They would like to buy. HELP!

P.S. Please send your new Fleet Captain’s name and address to the office. When it comes time to contact regatta organizers and Fleets to coordinate the yearly regattas, Brian Weeks has to rely on the records in our computer. We may be sending letters to someone who has moved, sold their Sunfish, or has lost interest. We cannot put it in the yearly Regatta Schedule if data is not properly channelled. This letter goes out in January and regatta dates, etc. should be returned to Brian Weeks in February. It then has to be coordinated, set up, printed and ready to go in Spring Windward Leg. Please remember this to get your regattas in the 1993 Schedule.

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**AT THE TILLER**

We are in the process of revising the Class Measurement Rules and Constitution. They have not been reissued since 1988. We will be mailing them to all members this spring. There are a lot of Class volunteers who have been working behind the scenes to get this done. This is why new members have not been receiving them in their “new member packets” from the Sunfish office.

There is good response on the Daggerboard questionnaire. Our Advisory Council will put all of this information together and there will probably be a report in the next issue. Thank you, Sunfishers.

We would like to have some other Juniors write a short article for our Junior Corner. What does your club do to interest other Juniors in sailing Sunfish? Let’s hear from you.

Smooth Sailing,
Peg Beadle, Editor

P.S. Don’t forget to advertise your used boat or parts that are for sale. People call the Sunfish office to ask if we know of any. They would like to buy. HELP!

---

**WILL WHITE SAYS:**

I ruled before the North Americans that it is illegal to use fiberglass and resin to reposition the foam blocks in the hull, based on Rule 1. What that rule really says is, “If it ain’t specifically permitted, it ain’t permitted.” In this case, fiberglassing the blocks to the hull could be an excuse to stiffen the hull, and most experts seem to agree that a stiff hull is faster than a wiggly one. Most Sunfish are pretty wiggly; it’s the nature of the V-bottomed fiberglass beast.

---

Peter Johnstone, President
BARRINGTON,
HERE WE COME!
by Alan Remington
Barrington Yacht Club, Barrington, RI, host for the '92 N.A.'s, is located in Upper Narragansett Bay, ten miles south of Providence, two miles from the new Sunfish Manufacturing plant in Portsmouth, and fourteen miles from Newport.

The Club has existed for almost eighty years, currently has a membership of 400 families, a large round Clubhouse, a separate Sailing Center, a Marina, and large parking area. It’s activities center on cruising class sailing and racing, an active Junior instruction and racing program with 125 youngsters and an extensive social schedule.

Perhaps Barrington is best known for its race committee expertise and busy schedule, with some 50 R.C. volunteers working year round with emphasis on one-design racing and regatta management. They have hosted Sunfish Worlds, North Americans, and Regionals. They also have hosted the same for other classes for seventeen years. Each Sunday from November through April, they frostbite in Sunfish.

Sailing grounds will be in the upper Narragansett Bay, launching from sandy beaches, directly onto the race courses. Boats may be stored on the beach, with overnight guards.

Prevailing winds are normally light at 5-6 knots in the AM, building to 12-18 in the PM as the thermals come in from the south. Swells are minimal and short chop is normal, depending on wind and tide. Expect currents from 1.5-2.5 knots. Water temperature will be 55° F. Air temperature will be 65-80°.

Barrington offers housing in member’s homes. Camping on Yacht Club grounds only, with 24 hour head and shower facilities, and New England warmth and hospitality. Sorry, there are no RV electrical or water hook-ups. Housing and camping requests must be in by June 1, 1992. A limited number of housing requests for non-sailors can be handled. Get your requests in early.

Spectator boats will be available on a first come, first serve basis daily.

Barrington is a small suburban town, "dry", with a few restaurants, but within minutes of outstanding watering holes, attractions, and historical sites. Warren and Bristol have some excellent family and four-star restaurants, bed and breakfasts, miles of antique stores and parts marine outlets for sailors. Fall River, MA (20 minutes), known as the factory outlet capital of the world, is a fascinating day tour. Bring cash. They don't take "you know what!" Boston (60 minutes) is Boston, worth a one day trip. Providence (15 minutes) has some of the best Italian food in the world on Federal Hill, both Southern and Northern.

Newport! — Ah, Newport! Everything you want, you will find here. There are mansion tours, tall ships, waterfront bistros, the Museum of Yachting, etc. at the height of their summer season. Bring your walking shoes, shorts, and deep pockets.

A hospitality desk will be set up at the Yacht Club to assist you with all of your plans and needs.

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Windward Leg Spring 1992
CHANGING DAGGERBOARD DESIGNS

Over the past two years, there has been interest, effort and correspondence about changing the Sunfish Daggerboard. This letter summarizes the issues, as I see them, as follows:

Materials
* Present daggerboards are one of two designs made of mahogany wood.
  -Barrington Board (angular bottom)
  -Old Style Board (round bottom)
* The wood is subject to warping, swelling and splitting apart at the top.
* Pearson Yachts, predecessor to Sunfish Laser Inc., wanted to change to molded boards (and rudders) to a similar construction used currently on the Laser blades.
-Because of mold cost, the manufacturer needs to establish a single design configuration.

One Design Parameters

In the Fall of '89 as a consultant for Pearson & NSCA, I started work on a daggerboard design that would serve as a plug for the new Sunfish board. In a Class meeting, we reviewed the rules to decide design parameters for the board. We did discuss Paul Odegard's study finding the board to be approximately 28% too small for the Sunfish sail area. However, we concluded; it would be better to stay within the parameters described currently in our rulebook.

Our reasoning:
1. We do not want there to be a dramatic difference between the fiberglass and those tweaked from wood (which were legal). We also want to protect the many thousand Sunfish owners from being at a significant competitive disadvantage.
2. Also a change in the rule will be a changing of the dynamics of the boat, upsetting the One-Design concept.
3. And most important, a change could set an extremely dangerous precedent in the future, in terms of what types of performance modifications will be open to debate.

The Design Process

We then began working on the design of the board, breaking the project into three parts:

1. The Handle, Stopper and above deck part of board:
   a) For the stopper we will use the black plugs currently being used on the Laser daggerboard for two reasons;
   i) the engineering is proven
   ii) easily accessible and therefore keeping cost down
   b) The Handle is set to be made out of webbing. Although through handles are a better solution, the susceptibility of voids are increased, weakening the head of the board. I still agree with this, but urge the engineering department at Sunfish/Laser, Inc. to look into it.
   c) The profile of the top of the board is designed with notches to work with a variety of retention J.C. systems. The profile is rounded in shape, reducing the change of injury.
2. The Board in the Trunk:
   a) Going with the largest chord and thickness, allowed within the rules, insures a snug fit in the trunk while maximizing bearing surface and structural stiffness.
3. Wetted Surface. Issues:
   a) Only being able to taper the trailing edge 1 1/4 inches, the board's thickness is extremely crucial to separation (which is the cause of the chattering and vibration). Using the mean, not max. thickness, of 3/4", the boards trailing taper will be less abrupt and more apt to retain flow. Incorporating a reflex curve in the taper will also reduce separation, maximizing the upwash.
   b) Since the leading edge is where the lift is generated, turning the board around (long edge forward) optimizes the lifting surface. Incorporating this with the "1 1/4" shaping rule", a series of foil sections are formed at the bottom of the board, increasing the end plate effect and decreasing vortex drag.
   c) Because a performance board is desired, the leading edge chosen needs to generate lift as the boat is up to speed (ie, as the incident angle approached zero) while not stalling out of tacks. A parabolic section is therefore preferred over a blunter elliptical shape.
   d) The profile of the leading edge is made to be straight and perpendicular to flow, concentrating the lift along a tight axis. The trailing edge is simply a smooth curve connecting the root chord (board width at the base of the boat) into the bottom of the wetted surface. The board's area is not maximized, but the additional area will not generate any additional lift and the contribution to the tracking is negligible.

Within our existing rules, these modest changes will have an improvement in performance, without altering the existing One-Design philosophy. However, if the class decides on a more radical design approach, it is imperative that we devise a fair plan of implementation before moving any further.

I would like to thank: Larry Cochran, Paul Odegard and Gordon Geick, whose input and ideas are instrumental to the strength of this design.

Bruce Stuphen, Chief Measurer and Advisory Council Chairman

1992 SUNFISH WORLD CHAMPIONSHIP

Houston Yacht Club, La Porte, TX September 19-26, 1992

The International Sunfish Class Association is pleased to announce that the 22nd SUNFISH WORLD CHAMPIONSHIP will be held at the Houston Yacht Club in La Porte, Texas on September 19-26, 1992. Sunfish Laser Inc. of Portsmouth, RI will supply 90 brand new, special edition Sunfish sailboats for the event. In making the announcement, Sunfish Laser President Peter Johnstone said, "We are once again proud to support the Sunfish Class, one of the strongest one-design classes in the world."

Sailors from more than a dozen countries are expected including defending champion Stephen Smuelidou of Curacao. A strong team of over thirty sailors from the U.S. will compete.

Organization of the championship will be handled by the organizing committee at the Houston Yacht Club under the able command of John W. Focke, Event Chairman. Steady winds are predicted for September. The planned two races per day (for a total of 8) will be a true test of skill and endurance. The entire fleet will start together on one line.

Additional support for the event will be provided by the Sailboat Shop of Houston, Texas and by Regatta Sports of Seabrook, Texas, owned by former America's Cup skipper John Kolius.

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 48330, (313) 673-2750.
BRIAN WEEKS WINS NYS REGIONAL CHAMPIONSHIPS

by Joel Furman, NYS Rep.

WESTHAMPTON YACHT SQUADRON of Remsenburg, Long Island, NY, hosted the weekend's events under a deluge of 45 boats and the sunny warmth of light to moderate winds.

BRIAN WEEKS, our USSCA Regatta Committee Chairman, from Patchogue, NY took the lead by 3 points in Saturday's light winds with finishes of second, fourth and first. Sunday's heavier air and his morning's terrible start added pressure to the light weight sailor. His smiling reply to the question of Sunday's clutch: "Larry Suter, carrying seven boats to windward on the last leeward leg, allowed my recovery from the deep 20's to finish 6th that Sunday morning race". OTHER NOTES: Dave Dennison and Chris Williams were always there but couldn't close the gap; Jack Willy couldn't stay in the boat; Larry Suter couldn't reach his watch; Paul Jon Patin couldn't get the starts and Steven Smeudlers was "a little short on sleep". MOST IMPRESSIVE happening was the turn of so many "closet sailors" we haven't seen in years and a number of first time racers, also including Joseph Weeks. Brian Weeks impressed everyone since his 42nd finish in his first North American participation in Chicago, August 1983. Brian and father, Dave, started Sunfish sailing in 1980 and are now joined by Uncle Joe. Brian also collected the FRANK M. WEEKS MEMORIAL TROPHY, donated by the Weeks Yacht Yard in 1989 in memory of his grandfather, builder of Starboats, Narrasketucks and other onedesign sailboats. Each year the trophy is given to the highest Great South Bay Yacht Racing Association member who scores the highest in the down-state regional.

THE NEW YORK STATE SUNFISH CLASS and the USSCA are very greatful to the Westhampton Yacht Squadron for making the weekend possible for all of us. The race course, barbecue, swimming pool and East end hospitality were all overwhelming. Thanks go to all we can remember: Commodore Gerson Helfant, Co-Chairmen Robert Ringhoff and Arma E. Andon, Race Committee Ham Andon, Robert Ringhoff, Robert Smith, Hampton Smith, Pete Coffert, John Apmon, Charles Burgis, Claire Haughn and Dick Ringhoff. Protest Committee: Alec Nagel, Charles Burgis and Francis (Sis) (Rece) Minsch.

NEW YORK STATE SUNFISH REGIONAL CHAMPIONSHIP
Westhampton Yacht Squadron,
Long Island
July 20-21, 1992

1. Brian Weeks 2-4-1-6-4 16.75
2. Dave Dennison 3-1-2-1-6 21.75
3. Chris Williams 1-3-7-2-9 21.75
4. Larry Suter 7-2-4-11-11 35.00
5. Paul Jon Patin 4-11-1-8-1 37.75
6. Jack Willy 8-12-10-3-7 40.00
7. Jim Keohler 17-7-3-5-13 45.00
8. Steven Smeudlers 17-6-5-16-3 47.00
9. Fred Abels 5-18-12-4-8 47.00
10. Joel Furman 18-1-8-4-5 51.75
11. Christopher Palmer 11-14-9-7-12 73.00
12. Brian Elliott 13-22-7-9-2 73.00
13. Philip R. Marinner 24-8-15-20-16 84.00
14. Steven Shepstone 20-25-9-10-10 87.00
15. Dave Weeks 25-13-11-25-19 93.00
16. Michael Gargiulo 14-36-13-13-20 98.00
18. Roger Knight 34-27-9-15-17 102.00
19. Chip Larson 16-21-17-12-41 109.00
20. Shea Thonvilsen 22-23-21-30-14 110.00

SAYVILLE YACHT CLUB TO HOST '92 NYS SUNFISH REGIONAL

by Joel Furman, NYS Rep.

SAYVILLE YACHT CLUB of Blue Point, L.I., New York has said "They want us back," to hold the NYS Regional Championship. SAYVILLE was the host for the 1990 Sunfish North American Championship on Long Island's South shore of Great South Bay.

This year's event is tentatively set for July 18th to 19th and will also qualify the TOP TWO finishers for the 1993 WORLD CHAMPIONSHIP.

Windward Leg Spring 1992
THE WORK BENCH
A COLUMN ON IDEAS AND UPKEEP
by Brian Weeks

"MAKING THE STOCK BOARD INTO A SPEED BOARD"

In 1971, the following quote was published in a book called "SAIL IT FLAT" by Larry Lewis and Chuck Millican. "It is highly probable that AMF-Alcot will undertake the high initial expense of creating molds from which to manufacture plastic rudders and daggerboards." Well, here we are in 1992 and we're still hearing about it, 21 years later. The fact of the matter is the fiberglass boards are coming, if not yet, those maximum dimensions in as close as they can, if not "closer." I'm going to attempt to explain the process of finishing a daggerboard to make it into a super smooth speed board. Some will argue that all of this can only improve board efficiency 3-5% over a stock board, but working on the board or any part of the boat gets you thinking about racing and boat speed. I always like to work on some part of my boat the evening before a big regatta. Your mind takes a little trip under the boat and you start to think about flow, hydrodynamics and other fun things that bore our spouses.

The following materials will be needed to finish off a daggerboard. To finish a rudder, the same methods are followed but you must remove all of the hardware.

**MATERIALS NEEDED**

1. 1 QT. SETUP OF WEST SYSTEM™ BRAND EPOXY
2. 1' OF 7 OR 9 OZ. FIBERGLASS EPISIZE CLOTH, 12" WIDE
3. COLLOIDAL SILICA FILLER MADE BY WEST SYSTEM™
4. DEPENDING ON FINISH TYPE, WHITE PIGMENT OR GRAPHITE POWDER MADE BY WEST SYSTEM™
5. SANDPAPERS: #36, #60, #80, #100
6. WET SANDPAPERS: #150, #220, #400, #600
7. SEVERAL CHEAP POLY OR NYLON BRUSHES, 2 OR 3 INCHES
8. ORBITAL OR STRAIGHT LINE SANDER OR A STRONG WRIST
9. SANDING BLOCK
10. PUTTY KNIFE OR POPSICLE STICKS
11. PAINT TUBS OR WAX PAPER
12. ASSORTED SCREWDRIVERS
13. PAINT REMOVER OR VARNISH REMOVER OR A TALENTED MAN WHO KNOWS AND OWNS A BELT SANDER
14. WAX PAPER
15. CALIPERS OR CLASS TEMPLATES
16. SQUEEGEE
17. UTILITY KNIFE

We are going to assume that you will be finishing off a stock board from the factory. A previously repaired board can simply be repaired, updated or you can follow these directions but the initial removal of old material may be more difficult.

**STEP 1...** Take the board and lay it on a nice table or working space. Use a phillips head screwdriver to remove the handles and the spring. A slight tap with a hammer will break the glue seal of the handles. Save these items! Now you can apply several heavy coatings of paint and varnish remover to the board, one side at a time. Or you can use 36 grit paper on an orbital sander to sand the finish off, or if you are good with a belt sander, #80 paper should strip it right down. Be patient and try to keep checking that your surface remains flat. You don't want a failed inspection at the N.A.'s because of non-parallel sides. This is an important step. Make sure that all the varnish is off.

**STEP 2...** Put the board so it lies edgewise in a vise. Pad the vise with a rag or small piece of carpeting. Mix up a thick batch of West epoxy by adding quite a bit of colloidal silica additive. It should be non-running and have the consistency of peanut butter. Apply the colloidal/West mixture to both sides of your leading edge. Many sailors are using the long end of the Barrington board now as the leading edge. Apply enough so that when you shape the edge after drying, you won't have to recoat it. Use a putty knife or tongue depressor to do the application.

**STEP 3...** Let's talk about leading edges. From finishing many boards (over 30) in the last two years, I have learned a great deal about this. At first I was making the ellipse too fat, almost round and people were finding that in 5 to 8 knots of wind (which most U.S. regattas are raced in, by a long shot) they vibrated. So I started trimming them down. I had the pleasure of working on Scott Kyle's board in 1990 which went on to pass inspection and take the '90 N.A.'s (I'm sure Scott had nothing to do with it). Together, we discussed the leading edge theory. While in heavy or moderate air, I do believe the lead edge can be fatter and actually pay off. In light air it should be sharp. I think a mild ellipse aids in light air pointing and creates lift.

Scott's leading edge was sharper yet than I had seen. The factory edge is not even that far away from looking similar. I started finishing boards to owner specs but those who trusted my judgement were seeing fast results.

Your next step on the board is to create the lead edge ellipse with either a good sander with #36 paper or by hand or with a plane or file. Make a template unless you have a good eye. My board that sailed very fast in the '91 NY Regionals, and won, had a pretty sharp lead edge, closely similar to Kyle's. Below are some views of lead edge ideas. Remember your rules. You can only play with the first 1 1/4". The back edge should be tapered within the rules as close to the 1 1/4" rule as possible, also. All this tuning should make a fast board but remember a missed wind shift and you might as well have a 2 X 4 stuck in your trunk. You should definitely try to get the board up to its full specs, also. 9 1/4" up top (first 11") to 8 1/2" at the curve down below. You'll need to get your hands on a class template or a pair of calipers when you start thickening the board up to the maximum 13/16" thickness. You should also try to make the board the maximum length from under the handles, which is 40 1/4 ''.
STEP 4...Now that you’ve fixed your leading edge, it’s time to start glassing. Fiberglass will tend to stop any board flex but mainly we add two layers to each side because the latest stock boards are measuring 11/16" thickness. Lay down wax paper on your work surface and lay the dust free board down flat. Cut out the 12" glass cloth into four pieces large enough to cover a side of the board. Coat the board with West epoxy and lay a layer down. Now, coat the cloth thoroughly with epoxy. When doing the side with the spring cutout you may want to cut the cloth away where it is. Now lay the second layer and coat it also. Use a cheap brush for the glassing. A better finish is produced when you squeegee the glass and epoxy to get the excess off. We even tried some vacuum-bagging and got good results.

After letting one side of the board harden over night, you should then trim the excess cloth off with a utility knife and sand the edges to feather them in. Repeat the process on the other side.

STEP 5...Now with the board all coated with rough textured glass, you can begin the finishing touches. Sand the board with #36 paper on an orbital sander. Don’t try to get rid of the texture, it will get filled in. Just sand up the front and lead edges and any bumps and unfair spots. Now, you can decide if you want a clear board, a graphite board like Mark May’s or Dave Davies’ or a white one. You can paint it any color you like later but most people think the finely wet sanded epoxy is faster. Apply a coat of West with pigment or graphite mixed in. You have to use quite a bit of pigment to cover well. I put the board in a vise facing upright, padded and wax papered where the handles will later go. Use a cheap brush or a poly brush for this. You need two poly brushes per coat if you don’t work fast.

STEP 6...You will get a better amateur job by doing one side at a time if you’re not used to using epoxy. After the first coat, sand the board with the orbital with #60 paper. Then, coat the board again. Now, sand with #80 paper. Each coat should be smoother. If not satisfied, coat it again. If things look good after sanding, break out your sanding block. Wet sand the board with #150 wet/dry paper, and then #220, and then #400 and #600. You should now have a SUPER SMOOTH SPEED BOARD. Some people stop at #400 as some studies have shown that hydrodynamically this is the proper amount of scratching needed to create a friction flow vortex. Water should now run off the board. Water beading means friction. The same goes for the bottom of the boat.

STEP 7...Finally, you can put things back together. Sand up the top of the board. Reinstall the handles with West epoxy. You can, and I recommend through-bolting them with 10/24" stainless steel round head machine screws. Redrill and reinstall the spring. Give everything the finishing touches and you should be on your way to “Boat speed land”. You’ll be thinking speed and you will have learned a great deal too. Good luck and get busy! Let’s get our boards tuned up and in good shape for the sailing season.

COMING SOON: MAKING UP A REGATTA TOOL BOX
**Derrick Fries Announced As Seminar Guest Expert**

World-champion sailing star and author, Derrick Fries, will head up Rick White’s Sailing Seminars for Sunfish being held in Springfield, Illinois at the Island Bay Yacht Club on Springfield Lake, July 10-12, Friday through Sunday.

Few sailors have spent as much time on the water in as great a variety of boats as this famous guest expert. He seemingly can step onto almost any boat and turn it into a winner.

Probably the best-known name in the world of Sunfish, Fries is a contributing editor for *Sail Magazine* and has authored three great sailing books: *Successful Sunfish Racing; Single-Handed Racing, High Performance Techniques;* and *Start Sailing Right.* He is truly an expert at explaining what makes a boat go.

He has won five World Championships in the Sunfish and Force 5, as well as National titles in the Sunfish, Butterfly and Buccaneer classes. He was also Collegiate All-American.

This will be the last of the seminars for 1992, and it should be a great one!

**About the seminars**

The seminar, itself, is an intense, 3-day, on-the-water course.

This is the only regularly scheduled, race-training program of its kind in the United States offering a complete learning experience through its format of on-water drills, videos and lectures. It is based on the highly successful program developed for Olympic sailors at the Ontario Sailing Centre in Canada.

Unlike the many lecture-type seminars that abound, this school really creates a steep learning curve. One can take notes and promise to go out and practice, but seldom do those vows occur. This sailing seminar is more like a fat-farm for sailing—they really make you go out and practice and practice until you get it right.

In questionnaires from the 1000 or more graduates of this course, 100% noted that they had improved by at least 20%; most believed they improved around 60% to 80%.

According to seminar director, Rick White, the goal of the traveling seminars is, “to make the seminars accessible to as many people as possible in terms of time, location and expense.”

These powerful sessions come complete with coachboats, bullhorns, videos, and national-caliber guest experts for each class. As a participant, you would be doing on-going drills most of the day on the water. Then evening sessions are devoted to reviews and critiques of the day’s videos, written quizzes, and chalk-talk lectures.

At the end of the three days, you will have made nearly 200 crowded starts, 300 busy mark roundings and 500 tacks and jibes — more than most sailors do in a decade. And all under the unforgiving, watchful eye of the camcorder — a powerful learning tool — and with the on-the-water guidance of a top-gun sailor. You can’t help but improve.

Because people learn better in small classes, the classes are limited to 30 monohull boats or 20 catamarans per weekend. This way you get optimal benefits from the program.

**A little history**

This nautical bootcamp for sailors was started in the spring of 1989. There are presently over 1000 graduates; quite a few have since won national championships, many have won divisionals, most have won at the local level, and ALL have vastly improved as sailors.

While the course is presented in a racing format, the cruising sailor’s skills will gain tremendously. The drills are designed around boat-handling, starts, mark-roundings, upwind/downwind techniques, basic rules, boat tuning, sail trim, boat feel and tactics/strategies.

The cost of the seminar is $300. There is a limit of only 30 boats, however a $100 deposit holds a spot for you. For more information you may contact: Rick White’s Sailing Seminars, Box 2060, Key Largo, FL 33037, or call (toll free) 1-800-484-2075, then ‘SAIL’ at the prompt, or 305-451-3287.

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**RACE CAMP**

3-day Weekend on the water
at Springfield, Illinois

with guest expert DERRICK FRIES.

The COMPLETE race-training seminar. You will get:
- Intensive on-water drills for boat-handling, starts, mark-roundings and tactics. (13 hrs of on-water drills)
- Sail trim demonstrations.
- Videos taken on the water and replayed at night.
- Continual on-water coaching
- Evening lectures, chalk-talks, quizzes
- Up to 200 starts, 300 mark roundings, 500 tacks/jibes

This is the ONLY Sunfish seminar remaining for 1992. Limit of 30 boats.

Call 1-800-484-2075 and dial "SAIL" after the prompt.
Or call 305-451-3287.
Or write to Rick White’s Sailing Seminars
P.O. Box 2060
Key Largo, FL 33037

Windward Leg Spring 1992
THE YANKEE DUO

The Sherborn, Cochituate, and Wellesley Yacht Clubs sponsored a weekend of Sunfish sailing in Chatham, MA on September 28 & 29, 1991. This annual event, called the Yankee Duo, attracted over 30 sailors from the Northeast area. Top world and national Sunfish skippers competed under blue skies in moderate winds of about 10 knots on Saturday in the Chowder Cup Regatta, run by the Sherborn Yacht Club.

The winners of the day’s events were: 1st place, Malcolm Dickinson from New Haven, CT; 2nd place, Len Ruby from Chestnut Hill, MA; 3rd place, Bill Brangiforte from North Weymouth, MA, 4th place, Kevin Cassell from Sherborn, MA and 5th place, Dan Rumplick from Warren, RI. A new event, the Aged and Treacherous Award, was added this year to recognize skippers over the age of 60 years. Larry Cochran of Manchester, CT was the winner. Mon Cochran from Dudley, MA served as Race Committee Chairman on Sunday, the Chowder Cup Awards day.

On Sunday, the Cochituate, MA Yacht Club ran the Just Desserts Regatta with winds gradually increasing to 20 knots with stronger gusts and threatening clouds rolling in towards mid-afternoon. A number of skippers dropped out of the last few races because of the heavy winds. The top stalwart skippers of the day were: 1st, Len Ruby; 2nd, Chris Williams from New Jersey; 3rd, Malcolm Dickinson, 4th, Bill Brangiforte; 5th, Doug Ambos from Norton, MA. The Aged and Treacherous award was again awarded to Larry Cochran.

The Wellesley, MA Yacht Club awarded prizes for the top three combined scores from both days. Winners were 1st, Len Ruby; 2nd, Malcolm Dickinson and third, Bill Brangiforte. A skipper to be watched in the future is 16-year old Kevin Cassell, who finished in fourth place overall with a 4th on Saturday and a 6th on Sunday.

The event was coordinated by Sally and Roger Demler of Sherborn and Ellie Beckwith of Cochituate. Douglas Cassell served as Race Committee Chairman on both days. Many thanks go to the McClennen family of Chatham, who have run the committee boat for us for many years and have also convinced various friends to operate a crash boat.

Submitted by Pete Beckwith and Pat Cassell. Photos by Pat Cassell.

Chowder Cup Awards Sept. 28, 1991
L-R Larry Cochran, Dan Rumplick, Kevin Cassell, Bill Brangiforte, Len Ruby, Malcolm Dickinson.

JUST DESSERTS

Chatham, MA
September 29, 1991
30 Boats

1. Len Ruby 23-20-23-14-21 79
2. Chris Williams 22-26-22-30-26 110
3. Dick Brangiforte 21-24-17-18-20 67
4. Malcolm Dickinson 19-17-4-22-19 68
5. Bill Brangiforte 18-20-23-14-17 74
6. Peter Beckwith 17-19-20-19-18 68
7. Kevin Cassell 20-21-11-10-9 67
8. Dan Rumplick 18-20-23-14-11 66
10. Tom Leach 16-18-12-5-4 54
Len Ruby receives his first place trophy from Nancy Haberland with appreciation while Tim Hotchkiss looks on. Masters, 1992.

The winners at the Midwinters, held at Davis Island Yacht Club, Tampa, Florida, in February, 1992.

The good-looking 40+ group at the Masters, held at Patrick Air Force Base, Florida in 1992.

Day of racing is finished at the Midwinters in Tampa, FL.

The racing is over at the Midwinters. Time to pack up and head for home.

Alan Beckwith, the Midwinters winner, goes for the mark.

Len Ruby receives his first place trophy from Nancy Haberland with appreciation while Tim Hotchkiss looks on. Masters, 1992.


Photo by Peg Beadle.

Photo by Wayne Kellar.

Beadle Photo.

Photo: Cherie Shepard.

Windward Leg Spring 1992
SAVANNAH MARITIME FESTIVAL

This Multi-Class Regatta is being held in conjunction with the Savannah Maritime Festival. The Festival has been scheduled to coincide with the arrival of the Olympic flag from Barcelona, Spain, in Savannah which will occur on or about September 10, 1992. It will be brought from Spain aboard the United States Coast Guard training ship, Eagle. The Eagle, and perhaps other tall ships, will be calling upon and visiting the Port of Savannah during this time period. In connection with the Savannah Maritime Festival, an old fashioned dance will be held at Tybee Island (Savannah Beach) which I suspect will be reminiscent of the big band era when dances were frequently held there and led by some of the famous big bands of their time. The tall ships will be open for boarding in downtown Savannah on River Street on the Savannah River which is a beautifully restored eight-block area of antebellum offices and warehouses from the cotton era that are now occupied by numerous restaurants, bars and retail shops and stores.

The site of the sailing will be in the Wilmington and Skidaway Rivers which intersect between the mainland (where the City of Savannah is located) and the residential areas of Wilmington and Skidaway Islands. The Regatta headquarters will be the Sheraton Savannah Inn and Country Club which is the site of the 1996 Olympic Village for the sailing competition which will be headquartered in Savannah and actually conducted just off the coast of Savannah in the Atlantic Ocean. However, the Regatta course will be located in the River between the Sheraton Savannah Inn and Priest Landing on Skidaway Island which is the site of the proposed Olympic Marina. All of the Olympic Classes will use this site as their staging area.

The details on the Regatta are as follows:
Savannah Maritime Festival Regatta
September 11—13, 1992

Contact person:
Ralph Tolman, Regatta Chairman
8301 White Bluff Road
Savannah, GA 31406.
Tel: 912/4741

Submitted by Lamar W. Davis, Jr.

CONNECTICUT RIVER RACE

Set for May 30/31, 1992
by Joel Furman

OLD SAYBROOK LIONS CLUB President, Richard Campbell advises us that they will run the SUNFISH CONNECTICUT RIVER RACE again this year on the weekend following Memorial Day. It will be their second time at the helm of the event, which last year had the best weather on record (along with the best food and entertainment).

NON-RACERS and THOSE INTERESTED IN "FLOATING DOWN THE RIVER"...THIS IS YOUR REGATTA!

Point to point sailing starts at Riverside Park, Hartford, CT on Saturday morning ending at Hurd State Campground Saturday evening, with dinner served (while you set up your tent). Hot Lions Club pancakes and eggs wake you Sunday morning for the continuation of sailing to Pettipaug Yacht Club at Essex, CT.

UNIQUE FEATURE REQUIREMENTS are: Mixed Doubles and Odd Couples (everyone switches skippering each race); all camping gear and clothing must be carried on board; sailors provide their own lunches; protests are enjoined by the long standing tradition of a "Non-English Speaking Protest Committee."

THE LIONS CLUB WANTS YOU...but you have to write them for their flyer, so...drop them your address to join the float with 100 to 125 boats: OLD SAYBROOK LIONS', CLUB P.O. Box 21, OLD SAYBROOK, CT. 06475.

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DERRICK FRIES' BOOK
SEE CLASSIFIED ADS

PEG & TERRY BEADLE
3782 COVERT RD.
WATERFORD, MI 48323
Re: Daggerboard Questionaire

After reading the DAGGERBOARD QUESTIONAIRE many times that I recently received, I am concerned about some of the information presented and its affect on voting.

What has me most concerned are the first few sentences under FACTS TO CONSIDER. The second sentence states that the IYRU one design committee chairman advised the Sunfish Class to change its rules which have been in effect for many years to maintain IYRU recognition. The next sentence advises "that rule 3.2.3 must be changed and that most of us will have to buy a new board". The loss of IYRU recognition and the last sentence are listed as FACT.

Taking the latter sentence first, since THE CLASS hasn't even voted yet on the daggerboard, how does it follow as a FACT, at this time, that "most of us will have to buy a new board"? The FACT appears premature and presumptuous.

On losing IYRU recognition, I find that FACT hard to accept without a great deal more information. I've tried to find out more from active sailors in the Northeast-no help.

Some additional concerns on questionaire information are: 1. Choice A calls for gradually phasing out existing boards; is that realistic? Any serious racer would be forced to get a new board or be a second class citizen. 2. What would be the reaction of the IYRU to a one design Class with two significantly different boards? Would we lose recognition? 3. Choice C is not practical and should not have been listed. Factory boards vary too widely and are for use by the general public. 4. If you're confused, just wait until we discuss rudders. 5. Having sailors grade their replies from 1 to 5 is hard to accept without a great deal more information. I've tried to find out more from active sailors in the Northeast-no help.

The REAL ISSUE, in my opinion, is not "to get to a truly one design daggerboard". Since anyone with a little bit of work can modify their board within Class rules to favorably compare with the best boards, we have a one design board as much as the Class needs. The REAL ISSUE is whether to remain with the limitations of the present board or to improve the general sailing performance of the Sunfish by going to a bigger board. If the CLASS adopts a bigger board, the effects on the race course will be minimal to none in boat to boat racing.

How should one vote? Choice B doesn't force anyone to do anything if their board is within the present Class rules. It also allows very easy phasing in of a optimized plastic board within the present Class rules. Choice A improves the general sailing performance of the Sunfish but also forces everyone to get a new board to stay competitive.

How should one vote - what they think is best for them or what they think is best for the class? These could be two totally different choices.

Respectfully Submitted,
Gordon Geick

Letter to the Class

I am tired of wet-sanding my two daggerboards but if I stop, I go slower. This is not the simple "out-of-the-box" race boat that we have dreamed of. What kind of "One-Design" must be constantly reworked and reshaped to maintain the best speed?? This is labor-intensive and I don't enjoy it. Setting up and caring for a boat is one thing, constantly redoing something that fades quickly is not rewarding.

How much do you earn per hour? Just which board is really more expensive when the value of time is considered? I've paid for a $150 board a hundred times over! Let's buy it once more, finally, and in real dollars. Then we can be done with it and spend more time on sailing than boat prep. The average Sunfisher would learn to sail better and gain more respect for the Class.

If you have a heavy-air and a light-air board, you've already spent more than the cost of a new optimized board. Even with a $150 board, Sunfish is the lowest priced racing boat. Lightnings, Snipes and Thistles have evolved with the times and flourished. There was much concern about the introduction of the racing sail. I had reservations. I am not loaded. When I saw what it did for the Class, I was convinced. It took six months to save the money for one, but I am glad we've got them. They want to make boards of fibreglass. This is the perfect time to modernize the shape. Let's do the rudder, too, and be done with it. What do we have to gain by sailing a boat that goes sideways? Nothing.

What do we have to gain by sailing a boat which performs? Take a look at your average big-boat sailor. Makes good money, likes performance and is married— with kids. Kids race, too. They start at the Yacht Club in Prams or IOD's. If Junior likes the sport, Mom and Pop get a boat for him. Many of these people don't even consider a Sunfish. They drive expensive cars. They want the state of the art. They are convinced the boat does not perform. They drive expensive cars. They want the state of the art. They are convinced the boat does not perform. Would we lose recognition and the last sentence are listed as FACT. The REAL ISSUE is whether to remain with the limitations of the present board or to improve the general sailing performance of the Sunfish by going to a bigger board. If the CLASS adopts a bigger board, the effects on the race course will be minimal to none in boat to boat racing.

How should one vote? Choice B doesn't force anyone to do anything if their board is within the present Class rules. It also allows very easy phasing in of a optimized plastic board within the present Class rules. Choice A improves the general sailing performance of the Sunfish but also forces everyone to get a new board to stay competitive.

How should one vote - what they think is best for them or what they think is best for the class? These could be two totally different choices.

Respectfully Submitted,
Gordon Geick

Steve Honour, #60176
Captain: Fleet 658
Commodore: West Florida Sunfish Circuit.

Dear Terry & Peg:

Enclosed you will find a sample of a new 3M product I stumbled across while working on an assembly fixture (I'm an Industrial Engineer) a few months ago. It's UHMM (Ultra high molecular weight) Polyethylene Tape which seems to be 3M's answer to Dupont's Teflon tape. Though this material is not as super-slick as Teflon, it has one big advantage over Teflon...it has adhesive backing! I used this tape inside the top and bottom rims of my daggerboard trunk during the 2nd half of last summer and all during Fall series I was in and this "slick" tape held up beautifully! Just after the installation of the tape, a repair had to be performed on the bottom of the trunk and the tape was doused repeatedly with acetone and it didn't budge or peel at all. The sides of my daggerboard surface never showed any wear (I have teflon strips fore and aft of the trunk) and a few people I gave samples to try out, loved what it did to improve our board "endurance". It also made the daggerboard move easier up & down (not to mention the ability to shim the sides of the trunk).

I do not have the toll free telephone number for 3M (this product is from their Industrial Tape Division, PN: 54241), but I'm sure any local distributor for 3M has this number. So far this tape has performed well for me and I think it warrants investigation by the Class. This could make a lot of Sunfish sailors very happy.

Sincerely,
Bill Lembeck
Dear Windward Leg:

Harry League's article "The New Centerboard" in the Fall/Winter Windward Leg refers to dinosaurs which came in many shapes and sizes. When thinking of Sunfish, my thoughts as a northwoods person, turn rather to trout, salmon, dragonflies and loons, all of whom were designed hundreds of thousands of years ago. Good designs that worked without change.

As the Sunfish adapts to the Sunfish Racing Class, is the number of viable Sunfish fleets diminishing at a parallel rate? To quote Brian T. Weeks from the same issue of Windward Leg, "What happened back in the middle 1980s was that Sunfish racing on the bay began to dwindle. Week-end fleets began to be about 5 boats or so."

Same here! In my area, which used to be a hot bed of Sunfish activity, the decline seemed to accelerate with change. Jam cleats, centerboards, rudder, sail makers, out-hauls, tiller extensions, hiking straps and now a proposed new centerboard. Changes!

It appears to me that the base for Sunfish success was fun. Everyone was equal, old boat or new. Has adaptation to a racing Class taken the fun out of local racing?

My question is: Is the Sunfish class trying to adapt itself into the world of high tech racing boats, where the competition from other classes is fierce, at the expense of the informal "fun" fleets that did develop some fine racing sailors?

Is it time to forget the dinosaurs and remember the salmon!

Sincerely,
Charley Requa

HEAUSLER WINS WOMEN'S NA CHAMPIONSHIP

The Women's Sunfish Championship was held at Pontchartrain Yacht Club in Mandeville, LA on October 12-13, 1991. The five race series on the north shore of Lake Pontchartrain offered the sailors a great challenge in very little to no wind. The twenty five competitors, including three Juniors, came from Pennsylvania, New Jersey, Delaware, North Carolina, Florida, Alabama, Louisiana, and Texas.

The northerners enjoyed a night in New Orleans and I am sure they had a memorable bottle of champagne. Others enjoyed the hospitality of members of Pontchartrain Yacht Club and renewed old friendships.

The Sportsmanship Award went to Janet Schmidt of PYC.

— J.L. Miller-Schmidt, Commodore

NORTH AMERICAN SUNFISH WOMEN'S CHAMPIONSHIP
PONCHARTRAIN YACHT CLUB
Mandeville, LA

October 12-13, 1991

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The Women's 1991 N.A.s—at rest.
— Photo submitted by J.L. Schmidt

Women's 1991 N.A.s—at play.
Mandeville, LA
Bruce Mahoney Wins

Bruce Mahoney wins title Texas Yachting Association JUNIOR SUNFISH CHAMPION OF 1991.

At a recent annual meeting of T.Y.A. at the Fort Worth Boat Club, Bruce Mahoney was presented with his 1st place Sunfish Junior trophy, also the T.Y.A. Dr. Hub B. Isaacks 1991 Junior Sunfish Champion's trophy.

Bruce, a 14 year old freshman at Clear Creek High School, League City, and a member of the Lakewood Yacht Club Seahorse Racing Team, qualified by competing in six out of ten regattas (six regatta scores to count) statewide winning each event to win this prestigious trophy.

Mattia D'Errico of San Antonio, TX was the second place Sunfish winner. He is from Woodlawn Sunfish Club.

— Pauline Mahoney

JUNIOR SAILING

Just two years ago, my sister Lyndsey and I had never sailed alone. I was eleven then, and Lyndsey was thirteen. My dad had been sailing since he was a little boy and we sort of grew up hearing about sailing, watching him sail, watching the America's Cup, and things like that, but we'd never been in a boat by ourselves.

One cold Sunday afternoon in February, my dad said he wanted to ride over to a local yacht club where he heard a junior sailing regatta was being held. We arrived to find about thirty kids rigging various types of boats. Some had their own boats; some were borrowed - whatever they could find to sail. While my dad was trying to explain to us how a nearby boat was being rigged, Lyndsey and I were busy checking out the guys.

After the dust had somewhat settled, my dad pointed out a lone little pram being unused. He told us to jump in and go sailing! RIGHT! We were dressed in jeans and tennis shoes and besides, we didn't have life jackets! Just then, the guy who had been organizing the whole thing brought over two spare life jackets and while we thought of every reason why we shouldn't sail, my dad had that pram rigged. Before we knew it, the two of us were maneuvering that craft out to something resembling a starling mark.

My mom always says miracles do happen and one happened that day! Somehow, among about ten other prams, Lyndsey and I (one working the main sheet and one steering) won that race. That's all it took! Looking back, we realize that even if we would have lost or never even made it to the starting mark, sailing was in our blood.

Today, the junior sailing club we visited that day, the FJrYRA (Florida Junior Yacht Racing Association) has about 70 kids in it who sail from different yacht clubs throughout the area. There are five levels (level 1 - inexperienced, through level 5 - most experienced) and kids sail all kinds of boats — Holder 12's, Sunfish, Lasers and prams. We have regattas once a month and it is the most exciting part of my life. I have made so many friends and learned the thrill of friendly competition. I bought my own Sunfish and I've learned how to win (a few times) and lose with dignity (more times than I care to mention!)

My dad now teaches the junior sailing program at the Rudder Club and is an active part of FJrYRA as well. Obviously for me it is a family thing, but the neat thing is that for all the other kids involved, it is also a family thing. Dads and moms come out to watch their kids sail. They bring camcorders, grandmas and aunts. They stand on the docks and cheer their sailors on and after the regatta, they even serve up burgers for the hungry skippers! Our junior sail program works because certified USYRU instructors teach classroom lessons and on-water skills, and they are genuinely interested in the youth in the club. The kids learn to sail and, with that, they learn to have fun. I am so happy my dad put us on that boat that day and I know all the kids in FJrYRA feel that way, too. We love the friendship, the competition, the burgers, and Lyndsey and I still check out the guys!

Editor's Note: You can read Jessica’s poem and see her picture in the Summer 1991 Leg.

ATTENTION JUNIOR SAILORS AND JUNIOR PROGRAM ORGANIZERS!

Get logged on to US SAILING'S computer and tune in to what's happening on the national junior sailing scene.

A junior sailing database is constantly being developed by US SAILING to help communicate with junior sailing enthusiasts, both leaders and active participants. News of US SAILING'S Rolex Junior Clinics, Rolex Junior Championships (Sears, Bemis, Smythe, Leiter), Nautica Youth Championship, and other junior regattas and activities will now be sent directly to junior sailors and their leaders.

Junior program organizers: Please take time to complete the following information for yourself and for active racing sailors and up-and-comers in your junior programs.

Junior sailors: Please complete your own form to make doubly sure you are on the list. (Beginners, please wait until you are sure you're ready to start racing.)

NAME ________________________
ADDRESS ________________________
CITY ________________________State _______ ZIP _______
HOME PHONE ________________________
ORGANIZER’S BUSINESS PHONE ________________________
BIRTHDATE ________________________
(only junior sailors need to supply birthdate)
ORGANIZATION/CLUB AFFILIATION ________________________
CITY/STATE ________________________
US SAILING AREA/YRA IF KNOWN ________________________
YES, PUT ME ON YOUR MAILING LIST! (Please check appropriate box below)
☐ I am a junior sailing program organizer.
☐ I am an active junior sailor interested in racing.

Please mail or fax information to:
Joni Palmer, Junior Sailing Consultant
1780 Beachfield Road #1, Annapolis, MD 21401
Phone: (410) 757-9586, Fax: (410) 626-8423
WORLD COUNCIL MEETING
August 5, 1991
Curacao, Netherlands Antilles

World Council members present: Alan Scharfe, Alex Roose, Scott Kyle, Bob Heckman for Will White, Ernst Kervel, Sr., David Frith for James Stewart, Max Zimmerrman, Greta Dekker-Bruning, Donnie Martinborough, Mauricio Costanzo, Bruce Sutphen for Gordon Geick, Peter Johnstone, Larry MacDonald, Walt Hayes, Henri Pied, Jesus Feris, Artie de Vries, Lee Parks.

Observers: Harry League, Albert Ytsma, Terry Beadle.

I. Roll Call

The meeting was called to order at 6:15 p.m. by president Alan Scharfe. President Scharfe clarified the votes represented at the meeting: each NSCA with at least 15 members was entitled to one vote. Additionally, Scott Kyle as U.S. representative was entitled to 3 votes based on U.S. membership of 1,339; Scharfe held a proxy for Paul Odegard entitling him to 2 votes.

II. Minutes

The minutes of the last meeting were approved as published in the WINDWARD LEG with the following amendment: Article 6.5.1.1 of the Bylaws was changed from "...at least twelve (12) members" to"...at least fifteen (15) members". This was a correction, not a change to the bylaws.

III. Reports of the Officers

A. Vice President—Alex Roose recommended that the Class marry Kodak. He suggested that it will be difficult to organize a Worlds in the future without a sponsor.

B. Treasurer—Reports prepared by Larry Cochran for January 1 - December 31, 1990 and January 1, 1991-June 1991 were accepted.

C. President—Alan Scharfe reported that the transfer to the new owners, Sunfish Laser, Inc. (SLI) went very well. North Sails is the majority owner of the new company. Alan invited the sailmaker and the new manufacturer to make statements.

Larry MacDonald, representing North Sails/Fogh of Toronto, suggested that we try to get colors back into the racing sail. He will investigate the feasibility of introducing a new color to the racing sail each year, without compromising the quality.

IV. Advisory Council Report—A motion to accept the Advisory Council Report was approved.

V. Committee Reports

A. Membership Report—Eric Erickson said that last year we had six countries outside the U.S. as members. This year that number has doubled to 12. Aruba (15), Bahamas (8), Bermuda (16), Netherlands (22), Bonaire (10), Columbia (9), Dominican Republic (5), St. Maarten (5), Venezuela (15), Martinique (5), Curacao (23), Peru (12).

Curacao was thanked for hosting a wonderful World Championship.

VI. Old Business—none

VII. New Business

A. The following slate of Advisory Council members was approved and will serve for two years.

Bruce Sutphen (U.S.), Chairman & Chief Measurer
Paul Odegard (U.S.)
Jan Walig (Netherlands)
Albert Ijtsma (Netherlands)
Peter Barclay (Peru)
Ernst Kervel, Sr. (Aruba)
Alex Roose, (Curacao)
David Frith (Bermuda)
Peter Johnstone (Sunfish Laser Inc.)
Larry MacDonald (North Sails/Fogh)
Stephen Smeulders, World Champion

Peter Johnstone was invited to make some comments on the Class. The Sunfish is a tremendous boat with a tremendous Class association. The goal is to become self-sufficient and increase the Class membership. Promotion is the answer. Talk is cheap; action counts. How can we get more members, more countries? How are we going to "grow the Class"? The stronger the class, the stronger the builder. Coordination between class and builder is essential. Some of Peter’s ideas are:

* Add pizzazz and benefits to class membership
* Sell not only racing but social as well
* Gold Card membership for an additional fee to include dealer discounts, insurance, USRYU grants, etc.
* Increase the Masters Division
* Members bring in new members - bring in 5 new members and your membership is free.
* All class members are salesmen for the Sunfish
* Follow-up after regattas for membership
* Increase the grassroots
* PR campaign - build in South America

Peter Johnstone is the new President of Sunfish Laser Inc. Peter said they “stepped into a mess” when they took over the company in June. Parts were made a priority. It took about 6 weeks to clean up the problems. Peter said there are tremendous resources behind SLI—North Sails headed by Tom Whidden; Jay Hanson, North Sails business coordinator, Gary Jobson, an investor, who will plug SLI on ESPN. Peter said they were in it for the long term.

Alan Scharfe commented that the new owners were like a breath of fresh air — they understand the class concept. IYRU—Alan explained that there was an agreement between IYRU and Pearson, that the IYRU plaque system was set up and that the Sunfish intended to be an International Class for a long time. IYRU may be redefining requirements for IYRU status and therefore it is very important for each country to lobby their IYRU representatives to insure future security as an International Class.

Alan went on to report that the agreement with the manufacturer is in place and Class support is paid through August, 1992. The Class will continue to handle class management and to organize the World Championship. Alan will review things with the manufacturer at the end of 1991.

Alan’s main responsibility and major effort for the past year has been the Worlds. We will need another "Alex" (Roose) to put on another Worlds — the purchase of boats, finances, transport and sale of boats takes a tremendous effort. We will have some money left over which will be put into a Worlds fund to help with future World Championships. Alan has a gentleman’s agreement with Kodak to return the excess funds if they commit to sponsoring the 1992 Worlds. Kodak Caribbean, which sponsored the 1991 Worlds, does not cover Europe or the U.S. Alan will try to sell the corporate headquarters (in Rochester, New York) on future Sunfish Worlds.

Worlds—The Bahamas cannot do it; they don’t have an "Alex". There is interest from Puerto Rico for 1992. Bermuda is set for 1993. Venezuela, Santa Domingo and Biter End Yacht Club (U.S. Virgin Islands) are possibilities for the future. Alan’s goal is to have future Worlds organized as they have been in the past. He will need some flexibility on the number of boats and use of a rotation system. We may be forced into using used boats (with new sails) or into a Worlds every other year. Alan asked for bids for the 1992 Worlds to be submitted to him by September 1, 1991.

Alan received the following comments from around the table:

* The Class office is working well.
* The $5 dues is acceptable.

Alan said that participation in the Pan Am Games was a possibility for the future.

The meeting was adjourned.

Respectfully submitted,
Lee Parks ISCA Secretary
ADVISORY COUNCIL REPORT
August 5, 1991

The following class rules changes were approved:

1. Rule 1 GENERAL—Add at the end: "Anything not specifically permitted in these rules is prohibited."

"The goal of these rules is to keep the Sunfish so one-design that a sailor can take a new boat out of the box and win a major regatta with it. The specific modifications allowed by these rules are permitted only to increase safety, ease of handling and reliability, in that order. It is the intention of the Class NOT to permit modifications that increase speed and performance."

2. New Rule 3.1.7—"A protective rubrail of any material may be mounted around the periphery of the deck. The rubrail cross section shall not exceed one inch in diameter."

3. New Rule 3.3.2—"The rudder may be reinforced with metal rods, screws or bolts to prevent splitting. Both holes in the rudder head may be strengthened with metal bushings or tubing."

4. New Rule 3.5.8—"One cleat of any type may be installed on the mast for the sole purpose of cleating the halyard. The cleat shall be installed no more than 4 feet from the base of the mast. If utilized, there must be some means to securely attach the rig to the hull using the end of the halyard."

5. Addition to Rule 3.6.5—Add at the end: "The tolerance for the dimensions of the sail numbers is plus or minus 1/2 inch."

6. Addition to Rule 3.7.1—"The trigger clip may be removed, or replaced with an alternate clip of approximately the same size or replaced with a running block."

7. Rule 3.7.3 is changed to read: "A rig to lower the point at which the upper spar lies against the mast (known as the Jens Hookanson rig) may be tied with an extra piece of line used solely for that purpose. The rig must be tied in such a way that the sail may lower the sail quickly and easily by releasing the halyard."

8. ISCA will request approval from IYRU to make the daggerboard and rudder out of fiberglass and the filler out of aluminum.

9. A committee was created to look into minimum hull weight. (Scott Kyle, Alan Scharfe, Peter Johnstone and Bruce Sutphen)

Lee Parks

THE NEW IMPROVED PERFORMANCE DAGGERBOARDS

by Larry Cochran

In the last issue of Windward Leg, the "Henderson" daggerboard was described as a board that will improve the performance of the Sunfish. SLI is making several copies of this board in plastic for testing.

In the meantime, Paul Odegard and Larry Cochran have collaborated on another design called the "Bolton Lake" design. This board has the same area and length as the "Henderson" design but the profile and cross section are much different. The design applies principles set forth by C.A. Marchaj in his book, Aero-Hydrodynamics of Sailing, considered to be the "Bible" of sailboat design, and by Mark Lindsay, of Lindsay Boat Builders, Gloucester, MA., who has developed custom daggerboards for small boats and is a consultant to America3, America's Cup defender.

SLI is making copies of the "Bolton Lake" board, in plastic, for testing. There is no doubt that either of these boards will perform better than the "Barrington" board, because of the increased area. Now, some carefully controlled testing must be done to decide on the board to produce. This will also depend on the response from class members to the questionnaire that was sent out with the dues statements asking your opinion about a board that improves performance.

To improve performance, the area of the daggerboard must be increased and the only way to increase area is to make the board longer. The "Barrington" board length below the hull is 26 3/4" and the area is 233 square inches which is 2% of the sail area. Marchaj says that, in general, a boat should have a centerboard area which is at least 4% of the sail area; however, Lindsay believes that the Sunfish doesn't need that much because of its inefficient sail shape. Yacht designer Glen Henderson estimated that the area of the Sunfish board should be 320 square inches, an increase of 37%. In order to achieve that area, the board would have to be made over 9 inches longer.

An area of 320 square inches could be achieved by adding only 6 3/4" length if a full rectangular profile were to be used; but such a profile is not recommended because of poor tip efficiency. A group of Class members who have been studying this problem feel that the maximum practical increase in length is about 5 1/2". When combined with an efficient profile shape, this provides about 285 square inches, a 22% increase, and brings the board up to 2.5% of sail area. Both of these new designs meet this criteria, which should preclude any future need to increase the area.

A study of data from the Dec. '91 issue of "Sailing World" on 82 small boats shows that the draft on the Sunfish is one of the lowest and that increasing the draft by 5 1/2" would result in a draft that is about average for a boat of this size.

DATELINE

North American Championship will be held August 1-7, 1992. Contact: Peter Brewster, Barrington, RI. Telephone (H) 401/245-0300 or (W) 401/245-3300.

50th Annual Hyannis YC Regatta is July 31-Aug 2, 1992. Contact: Tim Lovelett (W) 508/775-4559.

Women's North American Championship is July 25-26, 1992 at Wequaguet Lake Yacht Club, MA. Call Don Stucke, 49 Stoney Cliff Rd., Centerville, MA 02632. (H) 508/775-3765.

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DOMINICAN REPUBLIC

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BONAIRE
599 6 8857

Windward Leg Spring 1992
RESPONSE TO LAST ARTICLE

There have been eight responses to my last article. Thank you very much for taking the time to pull your thoughts together. The interesting thing about all of the responses is the concern for the feelings of all Class members. This made the analysis of some letters tough to resolve; yet it identified areas that need to be spoken to in order for all of us to appreciate fully the true opportunities and limitations we currently face. The letters ran 7 for a different design, 1 against, and 5 to 3 in favor of an improved performance board. All were in favor of insuring the one design. See Paul Odegard’s more detailed analysis in this issue.

PRELIMINARY TEST RESULTS

Larry Cochran and Paul Odegard have developed a preliminary testing procedure (see Larry’s article in this issue). This procedure was used on Tampa Bay the last Saturday in January to measure the factory produced prototypes; a Class legal homemade/grandfathered-in U shaped board, and a stock Barrington Board. The testing was conducted under the supervision of Tom Taylor, a qualified USYRU judge. The sailors were Joe Blouin, Mark Taylor, Rod Koch, and me. We spent four hours on the water in winds that ranged from 3-6 mph and then 5-7 mph. We were able to do only the upwind tests before running out of daylight. Although there is a long way to go, here is what we learned so far:

1. The two prototypes were virtually equal in performance.
2. The biggest difference was with the stock board. It was unable to compete with the U shaped board or the NEW BOARD. This confirmed the unfairness of the existing board/rule and emphasized the need to tighten the rule.
3. The prototypes were not rocket ships and in fact, the U board was able to stay even and in a couple of instances beat each of the prototypes, but not at the same time. At this point, in the light air testing, the NEW BOARD appears to perform better. In one of the tests, Tom Taylor had us sail 10 minutes on the same tack. The prototypes were even, the U board lost 20-25 feet to leeward at most, and the stock board was 50 feet to leeward and behind the U board.
4. The NEW BOARD had a wider groove, gave better handling feedback, and reduced side slipping/leeway.
5. Humming was present in the U and stock boards but not in the prototypes.

We owe these folks a very big thank you; especially Tom Taylor, an old time Sunfish sailor, who spent 4 hours sitting in an open 10 foot metal flatbottom, in 50 degree weather, making sure that the data was collected and recorded. Thank you all for your help.

MISCONCEPTIONS

During the course of planning the introduction of the NEW BOARD, certain misconceptions have arisen. They are listed here for your consideration.

1. No matter what happens, the Class must change existing rule 3.2.3 in order to insure the level Class, one design concept. Because of the requirement of a tightened rule, almost everybody in the Class will have to buy a new board or reshape their current modified boards since most will have illegally modified boards under the tighter rule. The current thinking is that this be allowed to happen gradually.
2. The NEW BOARD is not designed to be faster; rather it will perform better over a wider range of conditions and will eliminate the reworking currently allowed.
3. The NEW BOARD will not make you a better/faster sailor relative to the fleet, but it will allow you to sail more equally “out of the box” than before so that you can measure your skill development more accurately and thereby improve more quickly.
4. The NEW BOARD costs no more to design and build as a long or short board in either wood or glass. SLI can build a much better board out of wood and to retool to do so will make the cost about the same as a glass board. Also, wood swells and warps. The Class goal is to get the NEW BOARD into the box with the Sunfish.

SCHEDULE

The schedule has been adhered to fairly well since the last LEG. It is restated here to show those items that are yet to be completed; some dates have changed.

02/07/92 - Boards to Regions for Class input and comments.
04/15/92 - Formal testing completed; Class input continues.
04/30/92 - Report to Class Association in Spring issue of LEG.
08/05/92 - Report to Class and vote at NA’s.
09/23/92 - Report to Advisory Council and vote at World’s.
Late ‘92 - Request Fiberglass construction approval from IYRU TBD - IYRU approval of Fiberglass construction.
Oct. ‘92 - Letter of Class Recommendation and Approval to S.L.I.
4qtr /’92 - Begin production.
1qtr /’93 - Release NEW BOARDS.
USYRU CHANGES NAME TO US SAILING

A Conversation with John Bonds, Executive Director of US SAILING

What is the USYRU name change?
The United States Yacht Racing Union (USYRU), the National Governing Body (NGB) for the sport of sailing, has changed its name to the United States Sailing Association. We will operate as US SAILING.

How did the name change come about?
We had been considering a change for some time, but there was always a fair amount of resistance to it. As a membership organization, we must be responsive to our members and their wishes and ideas. Recently, more people came to realize that a name change would be a positive step, not only for our organization but also for the sport itself. The new name was finally approved at our Annual General Meeting on October 19, when 78 delegates from local yacht racing associations and the Board of Directors voted 58/20 to become US SAILING.

What was wrong with "USYRU"?
There was never anything really wrong with the name "USYRU," but many involved in our organization felt that the words "yacht," "racing" and "union" in our name were limiting to our goals as the NGB of the sport. They felt we needed a new name which would broadly express our mission and which would, at the same time, appeal to all constituents within the sport. We administer all aspects of sailing, not just racing. We were also aware that many people perceived USYRU to be an elitist organization because of the word "yacht," which often conjures up images of wealth and exclusivity which were (and are) not what we're all about. And we're certainly not a union in the labor sense of the word.

What do you hope to accomplish by changing the name?
Our goals, with the name change, are modest yet significant. First, we hope to eliminate confusion about what we do and who we are, and we think that including the word "sailing" in our name, as opposed to "yacht racing," will help people to understand us. And who are we? US SAILING is a membership organization whose central focus of activity is the administration and encouragement of sailboat racing in all its forms, including rule administration; a due process appeals system; certification of judges; recognition of race officers; administration of offshore handicap systems; provision of a diverse system of national championships; assistance to one-design and cruising classes; selecting, training and fielding of international teams (including the Olympic and Pan American teams); and comprehensive insurance programs to protect the volunteers who make all of this possible nation-wide. The new name more adequately describes the broader activity of the organization, which now offers a national training system to teach sailing, windsurfing and offshore safety to the general public, and support for public access learn-to-sail programs and those targeted at sailors with special needs. We hope that the name change will clarify our intentions to fulfill every aspect of the responsibilities of a National Governing Body under the auspices of the Amateur Sports Act, for every sailor in the United States.

UPDATE YOUR FLEET CHARTERS
Please mail to The Sunfish Office, P.O. Box 128, Drayton Plains, MI 48330 to renew your fleet status or to become a new one. NO CHARGE! You need five USSCA members to become a recognized fleet.

**Fleet Charter Application Form**

<table>
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<tr>
<th>Fleet Name</th>
<th>USSCA members names (5 minimum)</th>
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<td>City</td>
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<td>State &amp; Zip</td>
<td>Phone</td>
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Windward Leg Spring 1992
VIDEOS - VIDEOs
WHERE ARE THE VIDEOs?

We are still in the process of putting together a program whereby individuals and fleets can borrow or buy the various videos we have available. If you need a video now or anytime, please call or write me at the Class office and we will loan you one for a modest fee, namely the postage charges. We have the following videos:

First Worlds (St. Thomas)
Third Worlds (Bermuda)
SAIL TO FREEDOM
18th Worlds (Aruba)
19th Worlds (Nassau)
1989 Masters Regatta (Florida)

We are organizing the first opportunity to appear in the New York City National Boat Show for the purpose of promoting "Class Enthusiasm".

Upon the kind invitation of Sunfish/Laser, Inc., we, as a Class, were given our first opportunity to appear in the New York City National Boat Show for the purpose of promoting "Class Enthusiasm."

SUNFISH NORTH AMERICANS COME TO RHODE ISLAND
by B.T. Weeks

The 1992 Sunfish North American Championships will be hosted by Barrington Yacht Club on beautiful Narragansett Bay this summer, August 1-7. This famous spot for Sunfishing should prove to be a superb site for the North Americans for sailor and guests.

Barrington, yearly, hosts the New England Regional Championship and many other larger regattas. It has hosted both the North Americans and Worlds in the past. For the racing enthusiast, this should be a prime site for a big turn out. New England is notorious for Sunfishers and they’ll be coming out of the woodwork for this regatta. You’ll have to be on your toes to make the Championship fleet. Narragansett Bay should show a variety of wind conditions in August. Hot weather could bring light air if it is hazy and frontal movement is quiet. It can bring in a nice sea breeze as cold water and hot land tend to do that sort of thing. Once again, August can bring those low budget, low pressure systems which bring light southerlies, and you never know what will happen. Because, even in August, a new high pressure system can bring some northerly breezes off of old Rumstick Point.

The guests and spectators for the 1992 N.A.’s should have an abundant list of options during race week. While “the red hot racing classes go off to the sailing wars”, visitors can enjoy a day on the beach or they can catch a spectator boat which will leave each morning from the yacht club. If you want to “sight see” for the day, there is Newport; a town that hops all summer long. There are the mansions, ocean walks, fabulous shopping, dining at wharfside restaurants, nightclubs, or just looking at the beautiful ocean going yachts at Goat Island. Newport is surely not a dull town; day or night. Bristol is a little closer and it, too, is a nice stop. There is the Herreshoff Museum and many famous boat yards in the area. If you really want a day trip, you could even head for Cape Cod. I don’t recommend venturing all the way out to Provincetown, but just over the Cape Cod Canal bridge are numerous stores and outlets (check out the Christmas Tree Shop) and a few nice seaside Cape towns are not far away.

U.S. Sunfish Class Association Debuts At NYC National Boat Show

JACOB JAVITS CENTER
by Joel Furman, NYS Director

Upon the kind invitation of Sunfish/Laser, Inc., we, as a Class, were given our first opportunity to appear in the New York City National Boat Show for the purpose of promoting "Class Enthusiasm."

It was a rude awakening for volunteers, such as Brian Weeks, Pete Hulse and myself, to see the number of visitors that stopped by the booth to reflect on the "good times" experienced in the boat without ever knowing or realizing that the Class is organized for racing and non-racing events. Discussing upcoming events, like the Connecticut River Race (for non-racers), and answering questions relative to world events, found us portraying to both "new buyers" and "old owners," that we are the people in the box that stay with them, long after the dealer and manufacturer are forgotten. We are all salesman, not of a Class but of a "sub-culture". Again, I wish to express appreciation to Peter Johnstone, President; Colin Bennett, Independent NE Sales Rep.; Erik M. Sayre, Sales Manager; and our own Michael Scriver, for making our presence possible. Hopefully, we can continue our bifurcated interests and build a stronger Class by bridging the public communication gap.

DAGGERBOARD QUESTIONNAIRE RESULTS

As of deadline, we received 426 questionnaires. This is approximately a 30% return rate which is very high, considering a 5-10% response is considered typical for this type of questionnaire. Your officers would like to thank Class members for taking the time to respond. Your ballots and comments (MANY!) will be widely circulated and digested.

The bottom line is that it looks like we are headed in the right direction. The majority voted for an improved performance, fiberglass daggerboard and rudder for the Sunfish. The following table summarizes the ballots returned to date:

DAGGERBOARD QUESTIONNAIRE SUMMARY

<table>
<thead>
<tr>
<th>QUESTION</th>
<th>RESPONSE</th>
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<tbody>
<tr>
<td>A. Improve performance/ design of board, make it out of fiberglass, and tighten rule 3.2.3</td>
<td>(Ave. 1.4) 1. Most Prefer 2. Prefer 3. Neutral 4. No 5. Definitely Not</td>
</tr>
<tr>
<td>B. Modify existing board to extent allowed under current rules, make it out of fiberglass, and tighten the rule</td>
<td>(Ave. 2.8)</td>
</tr>
<tr>
<td>C. Keep wooden Barrington board and tighten rule</td>
<td>(Ave. 3.5)</td>
</tr>
<tr>
<td>D. Get rid of board humming/ vibration</td>
<td>92% YES 8% NO</td>
</tr>
<tr>
<td>E. Improve performance of rudder, make it out of fiberglass, and tighten rule 3.3.1</td>
<td>54% YES, but do it later 31% YES 15% NO</td>
</tr>
</tbody>
</table>

Obviously, it was unanimous to get rid of daggerboard vibration. Who needs it? Most of the NO votes were from skippers that didn't have a humming problem.

The majority voted for an improved rudder but a substantial contingent (31%) voted to implement the change at a later date. Many members in this category were concerned over the "sticker shock" ($) of both a new daggerboard and rudder in the same season. We received literally hundreds of written comments - far too many to publish in total. Here are just a few to indicate the flavor of the responses:

**PRO IMPROVED BOARD**
- Do it once - do it now and do it right.
- Decide race results on water, not in workshop.
- Disappointed Sunfish is not now race-ready out of the box.
- Try to control added costs.
- Make changes now and require boats be raced as they come from factory-no modifications.
- Less emphasis on craftsmanship - more on helmsmanship.
- I'm in favor of a Truly One-Design hot boat.
- Get rid of the hum - it keeps me awake.

**CON**
- Leave old boards alone.
- Keep the Class inexpensive.
- Leave Class alone - keep boat simple.
- Concern over increased draft - more apt to go aground.
- If highly competitive sailors want to sail faster - move to a Laser.

Where are we going from here? With the above "marching orders", we are proceeding to:

1. Test daggerboard design candidates.
2. Initiate a rudder design study.
3. Formulate introduction plans with SLI.

More progress will be reported in the next issue. Thanks again for the response!

John Kolius
USA Representative to ISCA Advisory Council

See you at the 1992 Sunfish Worlds, Houston Yacht Club, Sept. 13-19

Put performance in your sailing with Sunfish accessories, parts and new boats from Regatta Sports & Rigging. Fast, experienced Sunfish service is available for you - wherever you live! Call our toll-free Sunfish Partsline:

1-800-723-2025
2300 NASA Rd. 1, Seabrook, Texas 77586 Local Tel: (713) 474-2025 Fax 474-2424 Hours: M-F 8:30-5:30; Sun 9-2
October 6, 1991 22 Boats

1. Chris Houston Amblers, PA .75-2.75-2-75-2 6.25
2. Malcolm Dickinson New Haven, CT 9.75-2-16-3.75 15.50
3. Lee Schaeffer Macungie, PA 5-3-3-75-6 15.75
4. David Davies Middletown, NY 3-6-7-4-2 20
5. Don Sensenig East Stroudsburg, PA 6-4-4-4-6 24
6. Charles Knopp Pocono Pines, PA 2-5-11-3-7-7 24
7. Bernie Klawans Wayne, PA 7-11-9-6-3 35
8. Harry Loeb Havertown, PA 4-9-15-5-12-8 38
9. Walt Bartoshesky Wilmington, DE 8-12-15-8-9 45
10. Damon Newman Gwynedd Valley, PA 10-17-5-19-5-15 52
11. Susan Sween Marsh Creek, PA 11-10-13-11-10-17 55
12. Upper Darby, PA 16-9-14-8-16-10 56
13. Sally Rush Cinnaminson, NJ 14-7-6-10-21-20 57
14. Dave Froberg Redlyn, PA 17-14-2-11-11-12 63
16. Janice Mason Lewes, DE 12-20-10-12-17-19 70
20. Tom Krause Allentown, PA 18-18-12-20-20-DNF 88
21. Charles Shackelford Old Zionsville, PA 22-21-20-19-14-95
22. James Franklin Downingtown, PA 20-22-22-DNS-DNS-DNS 110

Early morning rain did not deter 22 skippers from showing up at Marsh Creek State Park for the 15th annual Pennsylvania Sunfish Championship. Luckily, the rain subsided before the skippers’ meeting and the wind continued to blow, shifting north-northwest-north, at 12-15 miles per hour under cloudy and threatening skies.

Chris Houston of Peace Valley Yacht Club sailed consistently, always mindful of the competition close behind, to win first place overall.

Competition for second place was extremely keen, but Malcolm Dickinson, Yale Corinthian Yacht Club, had the edge and placed second only 1/4 point ahead of Lee Schaeffer, Peace Valley Yacht Club, who took third place.

First place in the Master’s category was David Davis, Highland Lake Sailing Club, who finished fourth overall. The ladies trophy was awarded to Susan Swenk, Marsh Creek Sailing Club, and the Junior category was won by Damon Newman, Margate City Yacht Club.

by Susan Swenk

This race has been sponsored for 21 consecutive years by the Lake Naomi Club Sailing Assn. After a 1991 racing season on Lake Naomi with exceptionally windy conditions, the air was disappointingly light. We promise good sailing conditions this coming season. Please note that we will have a Spring Pocono Regatta, in addition to the fall event.

David Barnett
Captain, Fleet 189
LAKE GENEVA
SUNFISH REGATTA
Twenty Sixth Annual
September 21 & 22, 1992 18 Boats

1. Bob Findlay 1-1-1-(3)-1-1 3.75
Glencoe, IL
2. Don Bergman 2-(6)-1-2-2-2 8.75
Northbrook, IL
3. Paul Wood 3-3-2-5-6-(DNS) 19
Mt. Prospect, IL
4. Tom Raster 4-8-4-3-(DNS) 23
Hugo, MN
5. Harry League 9-4-6-(DNS)-4-3 28
Arlington Hts, IL
6. Dan Feldman 7-5-7-5-6-7 39
Highland Park, IL
7. Chris Lowrie (DNS) 2-7-3-DNF-4 35
Lake Forest, IL
8. Jean Bergman (10) -7-6-6-9-8 36
Winnetka, IL
9. Bill Nelson 5-9-(12)-10-8-6 38
Prospect Hts, IL
10. Gail Turluck 8-10-(13)-11-7-9 45
Chelsea, MI
11. Jim Murphy 11-11-9-11-(DNS) 51
Winnoka, IL
12. Jason Raster 12-17-(17)-13-10-85
Hugo, MN
13. Dave King 14-15-14-12-(DNS) 87
Mundelein, IL
Lake Bluff, IL
15. Louie Hunt 16-18-14-14-(DNS) 78
Edina, MN
16. Steve Steer 15-14-15-(DNS)-DNS 82
Springfield, IL
17. Danny Whelan 17-18-16-(DNS)-DNS-DNS 89
Winnoka, IL
18. Jan Raster 18-17-16-(DNS)-DNS-99

6 Races—1 Throwout

BELLPORT BLAST
OFF REGATTA
By Joel Furman

Bellport-Brookhaven Bath, Bottle & Boating Society sponsored its frostbite opener with Brian & Tina Weeks at the helm of some pretty miserable weather. But not to worry...sixteen sailors fared the cold rain and wind to enjoy the autumn camaraderie. Brian's custom trophies were an impressive brightener, also, and we all lived up to the custom of "dunking, tipping and bottling"...to keep warm.

Participants: Seth Kulczycki, Bill Knapp, Peter Jenkins, Joe Harder, Dave Hilgendorf, Brian Weeks—R.C. Chairman, Joe Weeks, Clay Haskell, Martin Fleisher, Tina Weeks—R.C. (The Real Chairman), Dave Weeks, Catherine Weeks-Sharel Patrol, Pete Hulse, Not Pictured: Daogie-Protest Committee and Virginia Muller - R.C./Photographer.

— Photo by Virginia Muller

Finishers: Joseph Weeks, 4th, Peter Jenkins 3rd, Dave Weeks 2nd, Joel Furman 1st, and Joe Harder 5th (his 1st regatta).

— Photo by Virginia Muller

Saturday, the 21st, was a great day for a race. The day was sunny with moderate winds from the southwest with occasional gusts from a more southerly direction. Sunday was a different story with cool temperatures, overcast skies and 20 knot winds from the Southwest — a little too strong for the light weights. A few sailors elected not to endure the elements.

An impromptu cocktail party was held at King's in Elgin Club for those who could attend. Scrapbooks were available for viewing past regattas. Afterwards, a few ventured out for food.

Don Bergman announced he will be promoting next year's regatta so we can look forward to at least 40 boats.

Winner Bob Findlay is still working on the restoration of the Win Craven Memorial Trophy to its original luster for next year's winner.

— David W. King

4th, Tom Raster (hand holds his trophy); 2nd, Don Bergman; 1st, Bob Findlay; 3rd, Paul Wood; 5th, Harry League; 9th, Bill Nelson; 6th, Daniel Feldman.

— Photo by Gail Turluck

Windward Leg Spring 1992

27
Classifieds

SUNFISH COVERS AND SPAR BAGS - Cotton canvas spar bag w/mast sleeve for $58.00. Sunbrella® (acrylic) boat cover for $169.00 and spar bag for $59.00. Top Gun® (10 oz. polyester) boat cover for $159.00 and spar bag for $60.00. Top Gun® material is best for trailering. Covers completely cover sides (chines) of boat. Nautical blue. Call 313/673-3565 if you want a different color. Great hiking straps, well padded for $29.00. All prices include shipping and handling. Send check to: Margaret Beadle, 3782 Covert Rd., Waterford, MI 48328. MI residents, add 4% tax.

QUICK N' EASY CAR-TOP CARRIERS, $76.00. Universal carrier for vehicles with solid rain troughs. Our new mini van has these gutters. They work well! 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 performances in light and heavy air. Just $10.00 each or get two for $15.00. Add $1.00 extra if you prefer the floater model. My snap-on SHEET HANGERS are still $5.00 per pair. The snap-on TILLER TENDER can really help a sailor learn more about trimming the Sunfish for greater speed. Just $13.00, but, I need to know if you have the old tiller or the new hull design. Stretch cord colors are white, red, or blue. A CENTERBOARD SNUBBER is available for $5.00, and includes a spare. New items are: The LOOP which attaches to the end of the tiller extension, for $3.00 complete with bolt and lock nut. The COCKPIT HOOK for $3.50 each. They snap-on and allow you to attach a bumper and/or tie another line to the dock. More info available on request. Mail check to Jim Uroda, 113 Talisman, Lake Jackson, TX 77566. All prices include S&H.

SUNFISH COVER TARP - 15' x 4' 6" x $50.00. Spar Bag $35.00. Both for $79.00 including shipping & handling CONUS. Both made from treated 10 ounce canvas. Guaranteed. New Jersey residents add 7% sales tax. Send checks to Stu Harris Equipment, P.O. Box 255, Haddonfield, NJ 08033 Phone: 609-429-9149.

AUTOGRAPHED BOOKS by Derrick Fries - "SUCCESSFUL SUNFISH RACING" $16.00. (Non U.S. residents, add $5.00). NA and World Champion tells how to place well in racing. STATIONERY & NOTES FOR SUNFISHERS - Grey w/black or red ink. White w/black or red ink. 10 Notes w/matching envelopes or 20 sheets w/10 envelopes. Each set - $5.00 Add $3.00 for shipping. Send check to: Margaret Beadle, 3782 Covert Rd., Waterford, MI 48328. MI residents, add 4% tax.

SAILBOAT RACE SCORING PROGRAM: IBM PC Compatible. Powerful and comprehensive. Developed specifically for Sunfish. HIGH POINT, LOW POINT and OLYMPIC scoring methods. Perfect for clubs and regattas. $44.95. Terry Beadle, 3782 Covert Road, Waterford, MI 48328. Specify disk type (5¼ or 3½). MI residents add 4% tax.

MAILING LABELS

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 plus 6 cents per name. Shipping included.

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 $12.00 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 $35.00 but you are sent cloth self-adhesive numbers—regulation—(a real bonus) along with Class rules, constitution booklet, membership card, racing schedule and Windward Leg.

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

FORWARDING AND ADDRESS CORRECTION REQUESTED

Have you paid your 1992 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, Flett number, fleet location, and sail number, enclose it with your check for $30 payable to USSCA, and send it to United States Sunfish Class Association, P.O. Box 128, Drayton Plain, Mi 48330. PHONE: 313-673-2750.