Jeff Linton leads at the weather mark and goes on to win the 1995 Midwinters on his home waters of Tampa

Linton Tops 101 at Midwinters in Tampa

There were 101 boats on the starting line for the 1995 Sunfish Midwinter Championship hosted by Davis Island Yacht Club, Tampa, Florida, March 17-19. Strong contingents from Illinois, Mississippi, and South Carolina complemented those from a half dozen other states as well as Venezuela and Colombia. But it was Team Florida that dominated the event; led by Tampa’s Jeff Linton, they took 12 of the top 20 places.

Numerous thunderstorms in the area produced variable conditions. No one was able to win more than one race, and the leaders changed daily. 1995 Laser Radial Midwinter Champion James Liebl of Chicago won Friday’s only race, sailed in 5-10 knot shifty winds. The race committee wisely abandoned a second one, allowing the boats to reach the beach just before the bay was hammered by a thunderstorm.

Mary Anne Boyer, of Miami, took the lead after race 2 Saturday by scoring a third in the race won by Bishop Stieffel, of Lake Charles, Louisiana. The very light and shifty conditions were no problem for Dick Tillman, of Merritt Island, FL. Having won the Sunfish Masters last week, he tuned up for the lighter air and moved into the lead after race 3. At this point, he was the only one with all top ten finishes.

Hopes were high for better conditions on Sunday. Two races were needed for a throw out, but conditions the last two days left it in doubt. An 8-12 knot northerly with 30 degree oscillations filled in and held.

Kerry Klingler, of Miami, moved into the lead after race 4, which was won by St. Petersburg’s Rod Koch. Rod gained the distinction of becoming the only one in recent Sunfish history to score a first and a 70th in the same regatta.

The throwout came into effect after race 5. Linton must have really been inspired by this development, since it allowed him to drop his PMS in the second race. Seventeen year old Chip Clifton of Sarasota and Linton traded the lead throughout the race, but Jeff pulled it out at the end. It was his first bullet and moved him into the lead for good.

Davis Island’s Joe Blouin won the last race, and Linton’s second place finish clinched the top position. TJ Pascalides, of East Greenwich, RI, took home the prize for first junior, and Mary See MIDWINTERS next page

Tillman Takes First at International Masters

The 1995 Sunfish International Masters Championship was raced in blustery, easterly winds, March 10-12. A big high pressure area in the Atlantic and a stationary front in the Mississippi Valley whipped Sarasota Bay into a froth at times. The winds coming off the mainland shifted through 40 degrees and varied from 8-25 knots over the course.

Sailors over 40 years of age from 12 states and Bermuda enjoyed screaming reaches and tight competition. Don’t be fooled into thinking that this was a bunch of retirees out for a day sail; these guys were serious! The second day, grandmother Jean Bergman came in for lunch with a black eye and blood running down her cheek. Grandfather Will White, with whom she See MASTERS page 4

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Sunfish® is a registered trademark of Sunfish Laser, Inc.
Anne Boyer was first woman. Larry Suter, of Laurel, NY, in second place overall, was the top Master.

Henry Moore and his race committee did a superb job. Despite the very shifty conditions, their starting lines were remarkably true and they worked hard to keep up with the numerous course changes that were necessary.

Davis Island Yacht Club volunteers made sure everyone had a great time. Saturday night the sailors were treated to a spaghetti dinner and Reggae band. Gail Rosenke refereed a bizarre contest that had to do with dropping a quarter in a glass (you had to see it to believe it).

Door prizes were provided by Sunfish Laser Inc., Masthead Enterprises, and Swan Graphs. Awards were presented to the top ten. Classail Models International, located in Jackson, Mississippi, donated Sunfish models, which were presented to the first Junior, first woman, and first Master.

Hats off to DIYC for putting on a great event.

Charlie Clifton

Mullets Win Team Race

Seven four-boat teams turned out for the first Sunfish Midwinter Team Race Championship, held Thursday, March 16. There were four races, pitting each team against the other twice, in a double elimination series. A competitor could exonerate a foul by doing a 360 degree turn, so there were no protests and little acrimony. Despite extreme covering maneuvers and tactics that might be considered poor sportsmanship in fleet racing, everyone seemed to enjoy the fierce competition.

The Mullets (Jeff Linton, Joe Blouin, Mike Gable, Rod Koch) fared best overall, followed by Bob's Barricades (Bob Findlay, Todd Gay, Kerry Klingler, and Sebastian Higuera.) The Cover Girls (Rita Steele and Ursula Olson) picked up a couple of guys (Eric Erickson and Will White) and took third overall, narrowly edging out the Ibuprofin team of Don and Jean Bergman and Linda and Dick Tillman. In fifth were the Flat Landers (Tom Katterheinrich, Danny White, Dan Feldman, Rich White). Sixth were the Wolverines (Ellen K. Rowen, Reed Lowden, Stan and Sharon Woodruff). Everyone agreed it was a fun event and a great way to let off steam before a major championship.

Will White

Mary Ann Boyer leads a pack to the reach mark in Sunday's second race.

Award winners from left, back: Jeff Linton, 1st; Kerry Klingler, 4th; Chip Clifton, 5th; Leslie Kelly, 10th; Larry Suter, 2nd and top Master. Front: TJ Pascalides, top Jr.; Dick Tillman, 6th; Todd Edwards, 8th; Mary Ann Boyer, 7th and top woman. Not shown: James Liebl, 3rd; Todd Gay, 9th.
Stan and Sharon Woodruff enjoy the music of the Reggae band.

Tillman leads in race 1, with May, Liebl and Findlay close behind.

1995 MIDWINTER CHAMPIONSHIP
DAVIS ISLAND YACHT CLUB, MARCH 17-19, 1995

Kornacki (82847) and Bergman (9770) in pursuit of Manning (65).
Saturday morning's race was held in the south bay, across from downtown Sarasota. Both of them gulped down their lunches and headed back out for two more races. Bermudian David Frith took off for the course in the north bay, planing like he was shot out of a cannon. Maybe he thought that was what had happened as he hit the sandbar just north of the club and was launched over his sail, somersaulting into the water.

Defending title holder Joe Blouin, of Tampa, won the first race. From then on, 58 year old Dick Tillman, a three time Laser North American champion from Merritt Island, FL, was unstoppable. He won five of the six remaining races with good boat speed and an uncanny ability to read and predict the shifts. Time and again he would dig his way out of the fleet by being in phase and in the right place. In two races he picked off several boats at the very end of the last beat for the bullet.

Tom Linskey, of Newton, MA, was sent down by SAIL magazine to cover the event. He chartered a boat and borrowed a sail. No one in the class had ever seen him before, so there was quite a bit of speculation about how he was in second place after the first day. That evening a local sailmaker blew his cover when he said, "You know, that guy was 470 National Champ two times with Dave Ullman." Tom's consistent finishes allowed him to hold onto second overall and capture the prize for the Apprentice division.

Don Bergman, from Holland, MI, has been to more major Sunfish regattas than anyone in the world. At 64 years old, he really bears down when it comes to Masters Regattas. These were tough conditions and after seven races, he was only three points behind Tom Linskey, 24 years his junior. That gave him third place overall and first in the Grand Master division. That night the class patriarch took 17 year old Chip Clifton two out of three in ping pong.

In the Senior Grand Master division (67+), Larry Cochran, of Manchester, CT, overtook a younger Eric Erickson, of Sanford, FL, in the last and windiest race of the regatta. In the women's division, local favorite Rita Youngest entrant Joanne Salvador found her boat in the club house on Sunday morning. Windsward Leg Spring 1995

Steele was having quite a battle with Jean Bergman. Beating Jean is an accomplishment anyone can be proud of; at the 1990 Sunfish Worlds she was in first place going into the last race. But this was Rita's home turf and she was determined, as they switched positions, race after race. At the end she bested Bergman by one point, finishing 12th overall.

Charley Branning of Miami was the hero of the regatta. Lois Blodgett capsized and got separated from her boat during fierce gusts in the last race. Branning picked her up out of the water, jumped overboard, climbed onto her boat, righted it, and escorted her to the beach.

Cindy Clifton and her crew of Sailing Squadron volunteers exhibited stellar race committee work despite shifty conditions. They also treated the competitors to lunches and dinners each day.

Now tuned up, the sailors headed for Davis Island Yacht Club. In three days, the Midwinters would be their chance to beat some kids.

Charlie Clifton
Above: Jibe mark roundings were often executed while planing.

Right: Masters winners, back: Tom Linskey, 2nd and top Apprentice; Don Bergman, 3rd and top Grand Master; Charlie Clifton, 4th; Rita Steele, top woman; front: Larry Cochran, top Senior Master; Bruce Kennedy, 5th; Dick Tillman, 1st and top Master.

(Charlie Branning, Vic Manning and Will White round in tandem.)

1995 INTERNATIONAL MASTERS CHAMPIONSHIP
SARASOTA SAILING
MARCH 10-12

<table>
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<tr>
<th>Pos.</th>
<th>Finisher</th>
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<tr>
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* one throwout


The fleet spreads out quickly after the start.

(Rita goes ahead as Jean capsizes at the weather mark.)
A Word From SLI

I am writing this letter in response to Malcolm Dickinson's cover article on the Fall/Winter 1994-95 Windward Leg regarding the Sunfish World Championship in Bermuda this past fall.

Mr. Dickinson inaccurately states that Sunfish Laser "provided only half the promised 80 boats." Our commitment to this event was for 65 boats, not 80. The organizers of the worlds may have requested 80 boats but we committed to only 65 due to historically high projections of attendance for World's events. The participation of 67 racers indicates our estimates were accurate. However, the fact remains that we sent "only" 40 Fall/Winter 1994-95 Windward Leg

historically high projections of attendance promised

Sunfish Laser has six months to keep our aluminum supplies flowing, because everyone used the exact same equipment. I feel this last point is very important, as one design racing by definition is a test of sailing skills, not equipment or rigging techniques. With a rotating boat format, a disadvantage for the factory, but advantage for the racers is the virtual impossibility of assigning blame for damaged equipment.

Finally, I would like to address the issue of breakdowns. Obviously no one wants to see a racer eliminated from a race due to equipment failures. However, I have a hard time accepting blame for failures when the writer himself describes the conditions as "survival mode" and "hanging on for dear life". Clearly a description of this nature coming from a high caliber sailor indicates to me that the conditions were too severe for the limits of the equipment. As we unpacked the containers that returned to the states, it was quite clear that the "carnage" was severe. Bear in mind that the Sunfish was designed as a beach boat for recreation, not for "survival mode" sailing.

My feeling is that there may be a lack of appreciation by some, for the time and huge amount of money the factory has invested in these events. If this is a communication failure on our part, we will do our best to change this perception in the future.

Erik Sayre, Vice President of Sales
Sunfish Laser Inc.

Hull and Crew Weights

At the request of Dick Tillman, I have been involved with the weighing of Sunfish hulls and their skippers this past year. The objective is to determine if weight affects performance. At the Florida States in Sarasota last spring, we weighed only hulls. We weighed both hulls and skippers at the SE Regional in Melbourne, FL, in October and at the Sailfest in Sanford, FL, in December. All three were light air regattas (2-10 knots).

The preliminary results were tabulated on a Lotus spreadsheet and run through a statistical linear regression analysis. Hull weight had no effect on final position in the Melbourne regatta but it had a significant effect on final position in the other two events. The skipper's weight had no effect on finishing position. (The latter surprised me, because every time I go on a diet and lose ten pounds, I seem to move up in the standings!)

The results from the top ten finishers at each of the three regattas show the following:

1. About 70% were boats made by SLI; these all weighed less than 130 lbs (59 kg).
2. Hull weights ranged from 116 to 135 lbs (52.7 to 61.3 kg).
3. Skipper weights ranged from 113 to 191 lbs (51.3 to 86.7 kg).

Among the 'also rans' who placed higher than tenth, the maximum hull weight was 160 lbs (72.6 kg), which was an AMP boat made around 1968. The maximum skipper weight was 209 lbs (94.9 kg).

We need to obtain a lot more data from the various regions in the U.S. during 1995 before any meaningful conclusions can be drawn.

Eric Erickson

Hull Weight Issue Revisited

Just for the record, this subject has been beaten to death for years (since the 60's) and the resulting class action has always been - decide not to decide, ie, status quo. Road blocks to a hull weight enforcement program have been: practicality/enforceability/burden on regatta organizers. Hey guys/gals, the nature of our game (except at Worlds where boats are provided) is typically short, around-the-buoys races where a bad start or a missed shift is far more devastating than a few extra pounds. Furthermore, hull weight is only half of the problem - what about the bow? If we're going to deal with the problem then we need to go all the way and equalize skipper weight's also. This is ridiculous! Let's get on with the fun and leave hull weight control and consistency to our one and only manufacturer (as Peter Johnstone promised on 9-21-92).

Paul Odgaard, Past ISCA President
Help!

You, yes that means YOU, can help promote the Sunfish Association. We gain most new members by word of mouth, yet words in print are often more effective. And don't forget, a picture is worth 1,000!

Since joining USSCA, I've been continually amazed at how many of you super sailors are also excellent, creative journalists and photographers! When planning an article for the Windward Leg, don't wait for the tri-annual deadlines. Think BIG! Get extra prints of photos and copies of your text and send them to me. Many large circulation magazines welcome articles from readers. For example, American Sailor uses mostly subscriber material. Or, send your photos and text directly to your favorite magazine, identifying yourself as a USSCA member, of course.

Perhaps you write for your yacht club paper and/or create regatta flyers. Maybe you send sailing info to your local newspapers. All these pieces could do double or triple duty if caught up by mass media. Don't forget your local TV/radio station. Invite them to a regatta or other special Sunfish event. Invite appropriate reporters from newspapers or other sports organizations in your area, too. I'm sure some of you automatically cover these duties. If you've achieved some fabulous feat of Sunfish propaganda in the past, I'd love a copy since I plan to begin an archive of ISCA/USSCA publicity. I would also appreciate receiving flyers from regional representatives.

If you are a regatta chairperson, you are very busy. Appoint a member of your 'crew' to do publicity...i.e. to carry out the above suggestions. Also, if they mail me a bit of promo well ahead of time, I'll try to get it off to a sizable list of magazines.

Behind the sailing scenes could be a good approach. Brian's "how-to" columns should hit the big-time glossies! Maybe you have a super photo which needs just a funny/catchy caption instead of a full story, to portray our Sunfish fun. Page Diener's article, in the Junior Corner on page 7 of the last issue of the "Leg," took the words right out of my mouth. You students might use Sunfish sailing as your next theme topic. After your teacher or professor gives you that A+, send me a copy. Wouldn't your name look great as the byline on a Sail Magazine article? How about your credit next to a full color photo in Sailing Magazine?

Remember, as a class famous for exchanging good news, good advice and good fun with each other, we can also share our unique "sailing wealth" with the outside world and perhaps attract some new members into our 'funfish' family.

Ellen K. Rowen, Publicity Chairman
2401 Atlantic Ave., Spray Beach, NJ 08008

Sometimes a photo doesn't need a caption, as in this fun collage created by Ellen Rowen.
USSA Rules on Rule

On September 21, 1994, the US Sailing Appeals Committee made a decision on an appeal of a protest in the 1994 Florida State Sunfish Championship. The Appeals Committee found that Sunfish Class Rule 4.6 conflicts with IYRR 68.3 and is therefore invalid. What this means in laymen's terms is that the Sunfish Class Rules may not delete the protest flag requirement.

In his decision, Appeals Secretary Fred Hagedorn implied that the Sailing Instructions could remove the protest flag requirement but that Class rules could not. “Although the racing rules do permit certain racing rules to be altered by sailing instructions, they do not permit racing rules to be altered by class rules except when a racing rule itself allows class rules to alter that rule. Examples are Rules 24, 26 and 54.4. However, Rule 68.3 is not a rule that permits class rules to alter it. Furthermore, Rule 1.1 says that class rules that ‘conflict with these rules’ (i.e., the racing rules) will not apply. Since Sunfish Class Rule 4.6 conflicts with IYRR 68.3, the Class Rule 4.6 is invalid.”

Charlie Clifton

Note: Sunfish Class Rule 4.6 was deleted at the World Council Meeting in November (see Minutes, page 16).

More on the Flag

The decision by the USSA appeals committee basically states that the Sunfish Class cannot alter IYRR 68.3, which requires the flying of a protest flag, unless the sailing instructions specifically state that the IYRR 68.3 “Protest Flag Requirements” is deleted. In other words, in order to not require protest flags at a regatta, the written sailing instructions for that particular regatta must specifically state that “IYRR 68.3 ‘Protest Flag Requirements’ is deleted.” I suggest that Sunfish sailors start carrying and using protest flags. You can never be wrong if you fly it.

Melissa Shepstone

Make Your Own Red Flag

Here is an inexpensive way to conform to the new requirement (see IYRU Meeting report) to carry a suitable protest flag on a Sunfish. The following materials are needed to assemble the simple flag shown in the sketch at left:

- Short length of nylon line (3/16” diameter or similar)
- Short length of red ribbon
- One 35mm film canister (plastic)

The film canister is a throw-away item and can usually be picked up at a film processing store. If you don’t have any ribbon, send a self addressed stamped envelope to me and I will mail you a short piece from a roll I picked up at a tag sale.

Paul Odegaard
183 Box Mt. Dr., Vernon, CT 06066

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What to Expect at Measurement Time

A great number of us get nervous and excited before the North Americans, not knowing what to expect at measurement time. The following can be used as a guide for what to expect from the measurer and what he or she expects of you. You can also use this guide to measure and check your boat yourself. Let’s face it, not everyone reads the rule book, although that should be the first thing to do.

Here are the major items which should be class legal and are expected to measure in.

1. PFD: You should show your life jacket. Remember, if the sailing instructions specify USCG approved, you can’t wear one of these modern bubble wrap jobs.

2. DAGGERBOARD: There must be a daggerboard in the boat. Once you have a daggerboard, you cannot remove it unless there is a separate ruling in the sailing instructions which permits it. This is for safety considerations and the reason you have it. A very small exception is the International 14 Class, where the daggerboard must be removed for measurements. You have to note the daggerboard depth if the daggerboard is not removed.

3. RUDDER: No homemade blades allowed. We’ve seen it all and a veteran sailor can spot a low angle easily. Check the book and make sure you haven’t gone beyond the limits.

4. RUDDER ANGLE: This isn’t always checked, but a veteran sailor can spot a low angle easily. Check the book and make sure you haven’t gone beyond the limits.

5. SAIL: We check for sailmaker I.D. and window size.

6. SAIL NUMBERS: They can’t be too small, too close together or missing. They should be in the correct positions, although this isn’t strictly enforced. You don’t want to have to locate new numbers while getting ready for a major event. (If in doubt, order official numbers from the class office at only $12/set—Ed.)

7. SPARS: Overall length is measured. No eyestraps for a Hookensen rig are allowed on the mast. One cleat on the mast is allowed; check the rules for placement.

8. SPAR GADGETS: Outhauls, Cunninghams, Uphauls etc. are checked. You are only allowed two cleats and two lines other than tied off ones.

9. HIKING STRAP: It may be strung across only one expanse of the cockpit.

10. HALYARD: 1/4" minimum is allowed with unlimited length. mm equivalent passes.

11. MAIN SHEET: One block, two cleats, maximum.

12. BOOM BLOCKS: Placement must be as specified in the rule book. No non-manufacturer supplied blocks are allowed.

13. TRAVELER: Must measure in. If it’s too short, change it. The minimum length is 30". Be prepared this year for spot measurements. Violators will be tossed.

14. JC STRAP: Only one is allowed. No pulleys allowed. You cannot use this in combination with the tail end of your halyard being used as a guy.

15. TILLERS: Length is checked. Do not use epoxy or something similar to stiffen the tiller. For chafing, tape is your best bet; other anti-chafe methods could be deemed illegal.

16. DRYPORTS: They should be left open and will be inspected to verify that there are no signs of hull upgrades inside.

I believe this covers just about everything. Make sure you are familiar with what is legal and what isn’t. A quick and easy inspection awaits you if you follow these guidelines. Use this as a spring checklist to avoid conflicts.

Let’s keep it fair. Remember, anything not specifically allowed in the class rules is illegal.

Send your ideas for Workbench topics to:

Brian Weeks
c/o Weeks Yacht Yard
10 Riverview Ct.
Patchogue, NY 11772
(516) 475-1675 or (516) 447-2166

WORKBENCH

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First National Junior Team Race Championship Slated for July

Jim Koehler, GSBYRA Jr. Sailing Chairman

On July 25-26, Westhampton Yacht Squadron, Long Island, NY, will host the first National Junior Single-handed Team Race Championship. The event is open to junior sailors ages 13-17 and will be raced in Sunfish. Ten teams of three will be selected from applications. Team members need not be members of the same yacht club.

On the evening of July 24, a USSA Judge will present a rules seminar for the competitors. An elimination series will be sailed on July 25. Teams will race 'one on one' as specified by the United States Team Racing Association (USTRA), on a triangular course. After the first day's racing, the top teams will advance to compete in the championship round.

Westhampton is located on the eastern end of Long Island's south shore. The venue offers a beautiful sandy beach from which to launch. Limited housing is available, and camping is permitted. For those who prefer resort hotels, there are plenty nearby. There is a snack bar and pool at the regatta site. An adult chaperone is required for each team.

Lewes Juniors Preview '95 NA's

Sailing Conditions

Sailing conditions in Lewes are something of a mystery because thunderstorms come up quickly and the wind sometimes dies completely. For the most part, though, it blows 6 to 12 knots, which is ideal for sailors who like light wind and the challenge of tides and currents.

There are sandbars in Delaware Bay, and Lewes Beach, being on the bay, is no exception. Occasionally during a race a sandbar will pop up and force a sailor to deviate from his or her original course.

Sailing in Lewes is fun and exciting, and we look forward to sailing with competitors from all over North America.

Off Time Activities

Sunfish enthusiasts will have plenty to do when they come to Lewes for this year's North Americans. Teenagers can go just three miles to Rehoboth Beach and walk the boardwalk and enjoy the scenery. There is also the Sports Complex with go-carts, water slides, boats, and more. Teens can also go to the go-cart tracks at Midway and to the movie theaters. The adults who love to party can go to Dewey Beach and hit all the bars and see all the great things in Rehoboth.

What to do at Lewes Yacht Club

The Lewes Yacht Club has many things for kids to do during the day. There is a pool with a diving board and lifeguards on duty at all times. We have a volleyball court with club balls available in case you don't have your own. We also have a ping pong table, TV, and computers inside the porch. Last but not least, on Tuesday night after the Junior Banquet, there will be Jud's "Crazy Games," which includes Kangaroo Boxing, Suma Wrestling, and more. There will be lots to do at LYC during the NA's.

Hey Junior Racer, Get In The Loop!

Have we got news for you! Put your name on US Sailing's mailing list and get news at home about Junior clinics and regattas. Youth sailing organizers may make a roster and send it to the address below, but be sure to include birth dates.

Membership in US SAILING is not required. Names will be released only to authorized organizers of junior sailing activities.

US SAILING's Junior Database is supported through sponsorship funds provided by Rolex.

<table>
<thead>
<tr>
<th>YES, I want to be In US Sailing's Junior Database</th>
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<tr>
<td>Name________________________________________</td>
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<td>Organiz./Club Affiliation______________________</td>
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Windward Leg Spring 1995
1995 Nominating Committee Report

The positions to be filled and the nominees to be voted on at the 1995 USSCA meeting are as follows:

Advisory Council Representatives (vote for 2):
- Larry Cochran
- Rod Koch

Regional Representatives:
- Inland Lakes: Joe Richardson
- Midwest: Tom L. Katterheinrich
- Southwest: Pat Manning
- Western: Robert H. Cronin

The above candidates, if elected, have consented to serve USSCA. Nominations will also be taken from the floor at the 1995 USSCA meeting, which will be held during the North American Championship at Lewes, Delaware, July 30 to August 4.

Tom L. Katterheinrich, Chairman

IYRU Approves ISCA Rule Changes, Except........

...protest flags are required for Sunfish. At its 1994 annual meeting in London, England, the International Yacht Racing Union approved all of the ISCA rule change requests except one. All of the experimental rules indicated by an asterisk (*) in the rule book were approved with the exception of Rule 4.6 pertaining to protest flags. This requested rule change (to not require protest flags in Sunfish racing) is in violation of IYRU 68.3 and 3.1. The bottom line is that protest flags are required.

Requested changes to the Constitution were not acted upon; this is a Class matter; i.e., the ISCA Constitution is effective as is.

Momentum is building at the IYRU and around the world to ban weight jackets/heavy wet sweats due to the potential for long term knee and back injury. This issue has been debated for years in the Laser Class and now it is time for the Sunfish Class to join the discussion. Look for future articles in the Leg. (How about it, Readers? Your input on this topic is invited for the summer issue.-LT)

With the above rule changes, the International Sunfish Class Association is now in full conformance with all of the international class regulations and is in good standing with the IYRU.

Paul Odegaard, ISCA's IYRU Repr.

Class Office Services

Mailing Labels for distribution of regional newsletters or regatta notices, etc., may be ordered for $15 plus 6 cents per name, postage included. Allow two weeks for delivery. Send requests to the attention of Terry Beadle at the class office address below.

New Sail Numbers may be ordered by sending a check for $12 (for current members) or $15 (for non-members), payable to USSCA, to the class office. These are sticky-back, official 10 inch, black cloth numbers. Be sure to include your name, address and sail number.

Membership Information is available in most issues of the Windward Leg, on the inside back cover, for your use in recruiting new members. The advantages of membership are explained above the form, so that you can explain to non-members the benefits of joining the class.

Fleet Charters are available at no charge, whether new or renewed. A minimum of five boats with current membership is required. Fleet Captains may obtain a fleet champion black chevron and certificate for their fleet champion by sending a written request to the class office.

Class Communication is dependent on receiving prompt notification of members' address changes and Fleet Captain changes. Members are urged to keep us informed, please!

Windward Leg Back Issues can be ordered by sending $3.00 each (check payable to USSCA) to Peg Beadle, USSCA, P.O. Box 300128, Drayton Plains, MI 48330. Specify issue(s).

Some highlights:
- 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 (Workshop) by Brian Weeks; ADD A HIKING STRAP (FYI) by Eric and Scott; Vol. III, No. 5.
- CONVERTING TO AN INVERTED TRAILER by Malcolm Dickinson; SOLUTIONS FOR RUDDER PROBLEMS by Larry Cochran; WINDSHIFTS by Kirk Beadle; Vol. III, No. 7.
- INNER HULL REPAIRS by Brian Weeks, Vol. IV, No. 1.
- FOUR THINGS YOU MUST KNOW FOR EACH START by Rick White; RUDDER EFFICIENCY by Brian Weeks; Vol. IV, No. 2.
- A SLICK BOTTOM GOES A LONG WAY by Brian Weeks, Vol. IV, No. 3.
- PRACTICE SAILING WITH EASE by Derrick Fries; NEW DAGGERBOARD REPAIRS by Brian Weeks, Vol. IV, No. 4.
- INSTALLING RUB RAILS by Brian Weeks, Vol. IV, No. 5.

Videos for class promotion or entertainment at a fleet meeting may be rented by calling or writing the class office. Just send a $50 deposit check, payable to USSCA. When the video is returned, the treasurer will refund you $41. Videos available include:

- 1st World Championship (St. Thomas)
- 3rd World Championship (Bermuda)
- 18th Worlds (Aruba)
- 19th Worlds (Nassau)
- Combo: 1st and 3rd Worlds (St. Thomas and Bermuda)
- US Sailing Video on Rule 54 (Propulsion and Kinetics; explanation by IYRU; 26 minutes)

All correspondence: USSCA, P.O. Box 300128, Drayton Plains, MI 48330-0128; Tel/Fax (810) 673-2750
#### USSCA Rules Committee Formed

The USSCA Constitution authorizes a standing committee called the Rules Committee, consisting of the National Measurer, the two ISCA Advisory Council representatives and any other members appointed by the Board of Directors. At the 1993 North Americans, a Rules Committee was organized for the first time. The appointed members are: Ash Beatty in Texas, Gordon Geick in Connecticut, Tom Katterheinrich in Ohio, and Al Thompson in Florida. The two ISCA Advisory Council representatives are Larry Cochran and Rod Koch. The National Measurer is Joel Furman.

This committee performed an important function by helping to determine the proposed revision to the Class Measurement rules which was voted on by the ISCA Advisory Council last November in Bermuda. The results of that meeting are reported elsewhere in this issue. A new rule book, which has been extensively reorganized, will be published soon.

USSCA members are encouraged to contact members of the Rules Committee with their comments, ideas or criticism related to the class rules.

#### 1995 Worlds Venue Set

The 25th Sunfish World Championship will be held November 11-18, 1995, at Great Abaco Island, Bahamas. The Marsh Harbour Sailing Club will host the event at the Great Abaco Beach Hotel. If you have not already qualified, go for it; this will be a great event.

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**REGATTA REMINDER**

- **June 10-11**: U.S. Sunfish Masters, Bay Waveland Yacht Club, Bay St. Louis, Mississippi. Contact Bishop Stieffel, (318) 478-8987 or Victor Manning, (512) 266-7255.
- **July 30 - August 4**: 1995 North American Championship, Lewes Yacht Club, Lewes, Delaware; Connie Miller, H: (302) 645-8239.
- **October 15-18**: 1995 Women's North American Championship, Sea Cliff Yacht Club, Sea Cliff, NY; Steve or Melissa Shipstone, (516) 671-9401.

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### USSCA Board of Directors and Committee Chairmen

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<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Address</th>
</tr>
</thead>
<tbody>
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<td>Brian Weeks</td>
<td>271 River Ave., Patchogue, NY 11772</td>
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<tr>
<td>TREASURER</td>
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<td>7010 Tuttle Ct., Waterford, MI 48329</td>
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<tr>
<td>SECRETARY</td>
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</tr>
<tr>
<td>RULES COMMITTEE</td>
<td>Ash Beatty, Gordon Geick, Tom Katterheinrich, Al Thompson</td>
<td>Plymouth, MA 02260, Miami, FL 33136, Delray Beach, FL 33483</td>
</tr>
<tr>
<td>WOMEN'S SUBCOMMITTEE</td>
<td>Gail Hautusler</td>
<td>54 Martinique, Tampa, FL 33606</td>
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<tr>
<td>MEMBERSHIP COMMITTEE</td>
<td>James Koehler, Joel Furman</td>
<td>38 Avon Place, Amityville, NY 11701</td>
</tr>
</tbody>
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**UNIVERSITY STATES SUNFISH CLASS ASSOCIATION**

1995 USSCA Board of Directors and Committee Chairmen

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**Windward Leg Spring 1995**
Team Connecticut Plans State Championship Series

In an effort to revitalize New England Sunfish sailing, three regattas have joined to form a Connecticut Sunfish Championship Series for 1995. Variety and fun will be the combined theme of the series. Racing venues include both lake and Long Island Sound sailing. The three regattas comprising the series are:

- May 21 Bolton Lake
- August 6 Cat-Fish Classic, West Haven
- Aug. 26-27 Bantam Lake Regional

At each regatta, racers will be divided into two fleets based on expertise. Each sailor will decide which fleet to race in. Both fleets will start together but awards will be given to the top sailor in each fleet. We hope this will make the series more fun and encourage the less experienced sailors to participate.

The Team Connecticut gang is delighted about the decision to hold a New England Regional in Connecticut. The addition of this two day event and the Championship Series is indicative of the momentum building to rejuvenate Connecticut Sunfish racing. For additional info and contacts, see Regatta Schedule insert.

Paul Odegaard

'95 Women's NA's to be at Sea Cliff, NY

Sea Cliff Sunfish Fleet 517 will host the 1995 Women's Sunfish North American Championship, October 13-15, at Sea Cliff Yacht Club, Sea Cliff, NY. The regatta, which attracts top women sailors from across the country, will be sailed in Hempstead Harbor on Long Island Sound. Several short practice races will be held on Friday, October 13, with seven races planned over Saturday and Sunday. Hempstead Harbor offers ideal conditions for the regatta. The protected harbor has little current, with water temperatures in the high 50's to low 60's. Prevailing breezes at that time of year are southwest at 8-15 mph, with air temperature in the 60-80 degree range. Sea Cliff Sunfish Fleet 517 is a frostbiting fleet, whose normal racing seasons starts in mid October and runs through winter to early April.

For further information, please contact me at (516) 671-9401.

Melissa Shepstone

From the Editor

You may have noticed a slight change in the appearance of this issue, namely the banner and the font type for copy. It's supposed to be easier to read than the sans serif we have previously used. Hope you like it. I like (love) all the articles and photos you've again supplied, thank you. I would especially like to thank Cherie Shepard, of Miami, for her photo coverage of the Masters and Midwinters. And as always, those of you who write up the big and small events do a great job and you are much appreciated! Also note that the Leg is now International, and we are happy to have reports from Colombia and Curacao in this issue. All national associations are encouraged to submit news for future issues.

As you head your Sunfish out to your season races and regattas around the world, keep us in mind and submit a report with photos, not only of the award winners (important!), but of some of the action on and off the water. As USSCA Publicity Chairman Ellen Rowen points out in her article on page 8, we can promote the Sunfish Class best by letting the world know how much fun we have. So, have fun this summer and be sure to 'show and tell' about it in the Windward Leg! The deadline for the summer issue is June 15, NLT July 1. All articles, written or on PC or Mac diskette, photos, opinions, etc. are welcome. And remember: patronize our advertisers, and use the membership form and information on page 27 to recruit new members!

Linda Tillman
e-mail: ltill75358@aol.com

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Windward Leg Spring 1995
Big Plans for The Future

The International Sunfish Class is planning a big year this season. Two major breakthroughs are forthcoming. The first is that we will now be mailing copies of the Windward Leg to all ISCA members, not just to USSCA members. All Sunfish Class members will now be better able to keep up with class activities. Welcome aboard to all those new subscribers.

Secondly, the first annual ISCA Yearbook will be published. You will now be able to look up names, addresses, phone numbers and sail numbers of your fellow competitors and friends. My wife, Tina Weeks, will be heading up the project. We will be offering advertising space throughout the publication. This will be the Sunfish sailor's "bible" to sailing. It will contain regatta results, photos, class rules and constitutions, guidelines to running events, historical data, and anything else that you can think of. It will all be there. If you have any suggestions, give Tina a call at (516) 477-2166. We hope to deliver the first books at this year's North Americans. Each year thereafter, the book will be released at the beginning of the year.

This year's North Americans, at Lewes, Delaware, promises a big turnout for the first week of August. Remember, there will be special regatta fees for junior sailors. Call Connie Miller at (302) 643-8239 for more information. The 1995 World Championship will be in Great Abaco Island, Bahamas, November 11-18.

A new USSCA membership committee has been formed. Jim Koehler is remaining on staff and he is joined by new officers from different regions of the country who will put their heads together to get new blood, and maybe even some old timers, back into the class. My thanks to Jill Feldman and Dale Dunston for signing on. We are also looking to fill a new class position. This new position, Entertainment Committee Chairperson, will entail coming up with onshore activities for major sailing events and getting them instituted. We want to bring more families into our class and make it so that non-sailors enjoy the regattas as much as the sailors do. This year's NA's will be a perfect combination of the water and on shore fun, thanks to the folks at Lewes.

I would like to thank SLI for their support at this year's Worlds. Although we hope they can continue full fleet support at the event, the format worked out by SLI and event chairman Chuck Milligan was superb. There was plenty of time for relaxation and enjoying the island. SLI is producing a fine boat now and the actual amount of breakdowns on the final day was extremely low considering that wind gusts were in excess of 40 mph and seas were sometimes 5 feet high. It was actually one more test that proves how tough and stable these boats are.

In conclusion, I would like to breach a new frontier for the Sunfish Class. I feel we could do more for the sport of sailing and maybe help out those in need, by starting a new program of "Clean Air" events. I'm getting all kinds of feelings built up inside of me lately, and I feel I should try to help others who are less fortunate than myself. It's been ten years now since a team of surgeons at Yale University saved my life. On the first day of spring, 1985, my life began over when I received a liver transplant. My liver deteriorated very quickly in 1984 after an earlier rare case of hepatitis infected my body. The hepatitis, combined with the fact that I was born with Cystic Fibrosis, very quickly destroyed my liver. Luckily for me, a young man killed in a car accident in Bridgeport, CT, had filled out an organ donor card.

Cystic Fibrosis is a genetic disease which affects a cell's transport of sodium. The main complication of the disease is lung infections, which years ago led to short life spans of patients. Due to new drugs and treatments, patients are living longer lives. Fortunately, except for my liver trouble years back, my CF is not too severe.

I think the Sunfish Class brings to light that most people can sail. My father has had continued heart trouble over the years, but we still can't keep him out of the Sunfish. I propose that we run some regattas that benefit health organizations, or other specific causes. We could run a race with children who have health problems as crew, or take underprivileged children as crew to let them experience sailing. We could run a match race championship over two days and donate the proceeds to a different charity each year. We could have a Sail-a-thon where people donate money by the mile or lap. These "Clean Air" regattas could bring more sailors into the sport and into our class through public awareness, support and the publicity that we would stand to gain. At this year's NAs, I will be proposing to the regional representatives that each region host a "Clean Air" event next season. It can be an event that already exists, or it can be a new, fun event. Each region can decide upon a charity, or we could nationally support a different group each year. This will take the cooperation of our officers, yacht clubs and local dealers and merchants. The possibilities are endless. The people in the class who continue to sail with other health problems, and I know of many, should be proud and should want to teach others about getting back into the game of life and having a strong will to sail on.

Fill out your donor cards, please, and I'll see you on the water.

Brian Weeks, USSCA President
Dear Sunfish Friends

As I write this letter, I sit looking out over 17 inches of lake effect white stuff. It is minus 2 degrees with a 30 knot wind blowing, definitely not Sunfish weather! But soon we will leave for the Masters in Sarasota and the Midwinters in Tampa. About this time of the year it's really great to look forward to Sunfish racing.

I would first like to thank Len Ruby for two years of solid leadership. The International Sunfish Class is strong and growing. It has taken a great deal of thought and care and work on the part of the officers to make this the great group it is. We all appreciate it!

Many thanks to Spanish Point Boat Club in Bermuda and especially to Chuck Millican and his hard working committees for a great 24th World Championship last November. Congratulations to Malcolm Smith on a hard earned victory in conditions as varied and difficult as his hard work deserves. We all appreciate it!

Many thanks to Chuck Millican and his hard working committees for a great 24th World Championship last November. Congratulations to Malcolm Smith on a hard earned victory in conditions as varied and difficult as they come. Although we had to share boats and hold an elimination series for the second time in a Worlds, the planning and execution of the boat exchanges made it work well.

The system used in Bermuda, having an elimination series with shared boats, is the most likely format for future World Championships. We can no longer expect SLI to continue to absorb the cost of a full fleet of discounted boats for an annual World Championship. This has been a big expense for them which is no longer practical. As a class we have several options, the best of which would be to obtain additional sponsorship monies which could then be used to cover the cost of a full complement of boats. We might be able to use some more of the ISCA budget to help offset the cost, but it is more likely that we will follow a format similar to the one used in Bermuda. This is the way the Laser class has been doing it for some time. The Laser Worlds gets 100 boats for 200+ competitors. SLI only has to provide these boats every sixth year, as there are six manufacturers worldwide. I'm sure there will be much discussion on this subject. Let's try to make it positive.

The 1995 World Championship will be hosted by the Marsh Harbour Sailing Club, Abaco, Bahamas. The regatta will be held the week of November 11 to 18 on the Sea of Abaco, an area protected by offshore reefs and islands. The Great Abaco Beach Hotel will host the shore-side activities. This will be our 25th Worlds and we hope to make it a very special event. Victor Patterson is working hard on it, and believes he will be able to get several good sponsors.

We are already looking forward to August of 1996, when the Worlds will be held in the Dominican Republic. Boca Chica Beach, a beautiful area near Santo Domingo, will be the regatta site. Andres Santana and Hector Duval attended the World Council meeting in Bermuda and were very enthusiastic.

Mr. Luis Baron, of the Colombian Sunfish Class Association, has written to express their interest in holding the Worlds in 1997. It is great to see such enthusiasm from Sunfish sailors around the world.

SLI indicates that Sunfish sales are very strong right now, so good in fact that they have had to beef up production because they have no inventory left. As new boats are sold, potential racers are created. Be sure to offer your help and encouragement if you know any new Sunfishers.

As of the next model year, the small main sheet blocks will be replaced with larger stronger ones. This will be a great help to those of us who have reluctantly had to abandon our soft, fat, heavy weather main sheets. SLI, in conjunction with Larry Cochran and the Class, is also experimenting with a new rudder made of plastic like the board. No modifications would be allowed on a new rudder, thus moving us closer to our ideal of a truly one-design boat that would take little or no reworking to be competitive.

Let's all remember the reasons we sail Sunfish: it's a great boat for all sexes, sizes, and ages; it has really good racers competing in it; the class is made up of wonderful people on and off the water; but most of all, we sail because it's REALLY FUN. Let's keep it that way and make it grow!

Good sailing,

Jean Bergman, ISCA President
ADVISORY COUNCIL MEETING
NOVEMBER 14, 1994
ROYAL BERMUDA YACHT CLUB
BERMUDA

Advisory Council members present: Larry Cochran (USA), A. David Frith (Bermuda), Marc Schillebeeckx for Alex Roose (Curaçao), Erik Sayre for Peter Johnstone (Builder), Joel Fyman (Chief Measurer), Roderick C. Koch (USA), Leonard Ruby (ISCA President) and Terry Beadle (ISCA Secretary) attended as non-participating members.

I. The meeting was called to order at 7:11 p.m. by Chairman Larry Cochran. Roll call was taken and it was determined that a quorum was present. Some introductions followed.

II. The minutes of the previous meeting as published in the Windward Leg were approved.

III. Chairman Cochran discussed the procedure for handling the proposed rule changes which were sent to all members of the Council in August as an advance agenda for the meeting. The proposed changes were discussed and the results were as follows:

Rule
1. REPLACE entire rule with “The Class Measurement Rules have been established by ISCA to assure that the Sunfish sailboat, when raced, is a strict one-design boat where the true test is between the sailors and not boats and equipment. No addition or alteration may be made to the Sunfish as supplied by the Builder except as is specifically authorized by these rules.”

Considerable discussion took place.

APPROVED.

3.1.2 ADD: “Spaciers and/or wedges may be mounted under the cleats to improve alignment with the mainsheet.”

APPROVED.

3.3.4 RENUMBER: to Rule 3.1.8.
ADD after second sentence: “Any material may be added to the sides of the daggerboard trunk to improve the fit of the daggerboard. There shall be at least 2 inches without the added material on each side of the trunk from top to bottom.”

APPROVED.

3.1.9 ADD: “Clips, ties or bags may be used on the deck, in the cockpit, inside the hull, or around the mast to stow or secure equipment.”

APPROVED.

3.3.2 ADD: “and the rudder” to the second sentence after the word “rudder”.
ADD: “Bolts and nuts may be changed. Washers may be added. Plastic pads may be added to the rudder head to reduce play.”

APPROVED.

3.4.3 ADD: “Bushings may be installed in the holes in the tiller straps. The plastic washers between the rudder and the tiller straps may be replaced by plastic pads attached to the inner surfaces of the tiller straps to reduce play and improve rudder reliability.”

APPROVED.

3.5.6 RENUMBER: to Rule 3.5.7.
ADD: “plastic” after the word “Tape” in the first sentence.
ADD: “in the following locations” to the first sentence.
ADD: the following two items:
3. On the boom in the area where the gooseneck is attached.
4. On the gooseneck or mast to prevent chafing between these parts.”

APPROVED.

3.5.7 RENUMBER: to Rule 3.5.8.
CHANGE: Replace the word “fittings” with “and mast end caps and eye straps”.

APPROVED.

3.2.7 DELETE
3.3.3 DELETE
3.4.3 DELETE
3.5.9 DELETE

2.3 ADD: “Sunfish parts (daggerboard, rudder, tiller and cleats) manufactured after September, 1992 have a Class approved sticker attached. The Builder’s mark on the hull and the stiker on equipment may be considered evidence that the parts are supplied by the Builder.”

APPROVED.

3.5.5 NEW RULE: “The boom blocks may be replaced with any type of single blocks.”

DEFEATED. The Builder has agreed to provide better blocks.

3.5.5 NEW RULE: “The boom block eye straps may be replaced with any type of straps.”

APPROVED.

3.7.1 ADD after first sentence: “A purchase may not be used on the mainsheet.”

APPROVED.

3.7.6 REPLACE: the second and third sentences with “One additional or single bridle of any length and of any material may be used.”

DEFEATED. The Builder was asked to provide a fixed length wire bridle.

4.3 REPLACE entire rule with “One hull shall be used in a regatta or series unless approval of the race committee is obtained.”

APPROVED. Poll Class after one year for acceptance/rejection of this change.

3.7.6 REWORD as follows: “Either one or both of the following bridle may be installed:
1. The wire bridle with a loop in the center, supplied by the Builder on older boats. The loop may be taped to one side to permit the mainsheet to slide the full length of the bridle.
2. A bridle of any material. The effective length of such bridle shall be 31 inches (78.74 cm) ± 1 inch (2.54 cm) measured from eyestrap to eyestrap. This bridle shall not be rigged so that it is adjustable while sailing.”

APPROVED.

3.2.6 ADD the following: “Covering this daggerboard with fiberglass and/or resin is prohibited.”

DEFEATED.

3.4 REWORD as follows: “Tiller. The tiller shall only be supplied by the Builder. Any material may be added to the tiller for a maximum length of 16 inches to prevent chafing from contact with the tiller. The added material should be primarily for anti-chafing and not for stiffness.”

APPROVED.

3.5.5 REWORD as follows: “Spars. The spars and mast and all attached fittings shall be supplied only by the Builder except for the following changes which are allowed:”

APPROVED.

3.6 REWORD as follows: “Sail. The sail shall be supplied only by the Builder.”

APPROVED. Radial sails and mylar sails have not been supplied by the Builder.

3.6.5 REPLACE the first sentence with: “The National Sunfish Class Association shall assign to each member of the Class a unique sail number which shall be displayed on both sides of the sail. (This rule will be strictly enforced at all World Championship qualifying regattas beginning with the new sail numbers put into use after January 1, 1996. Any non-conforming numbers displayed on older sails may be used until the sail is replaced. If more than one boat at a regatta displays the same sail number, some distinguishing identification shall be added to the sail for which the number is not registered.)”

APPROVED.

REPLACE: the word “minimum dimensions” with “dimensions”.

APPROVED.

3.5.7 RENUMBER: to Rule 3.5.5.
REPLACE: replace entire rule with “A total of two lines and two cleats may be installed on the spars to facilitate adjustment of tension on foot and luff of the sail. Only one adjustableouthaul/inhaul is allowed for each spar. Lines may not be led internally in the spars. Any number of purchases may be used. Adjustableouthauls may be led through flexible fairleads, attached to the spar without hardware.”

APPROVED.

4.6 DELETE: entire rule based on lYRU ruling.

APPROVED.

A list of additional proposed rule changes, also provided to the Council as an advance agenda for the meeting, was approved as a package without discussion. These included allowing fiberglassing of the wooden daggerboard and rudder and allowing any diameter halyard. The rest of these changes were for clarification and reorganization of the rules.

IV. The meeting was adjourned at 10:54 p.m.
Respectfully submitted,
Terry A. Beadle, ISCA Secretary

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Windward Leg Spring 1995

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ISCA WORLD COUNCIL MEETING
NOVEMBER 18, 1994
ROYAL BERMUDA YACHT CLUB
BERMUDA

World Council members present: Leonard Ruby (President), Alan Scharfe (Past President), Marc Schilbeeckx for Alex Roose (Vice President/Curacao), Terry Beadle (Secretary), Mike Scrivener (Treasurer), Larry Cochran (Advisory Council Representative), David Frith (Advisory Council Representative), David Frith for James Stewart (Bermuda), Brian Weeks (USA), Andres Santana (Dominican Republic), Eduardo Cordero (Venezuela), Joel Furman (Chief Measurer), Lee Parks (IYRU Representative), Eric Erickson (Membership Chairman), Richard Lament (Canada), Victor Patterson for George Damianos (Bahamas).

I. Roll Call

The meeting was called to order at 6:15 p.m. by President Len Ruby. Roll call was taken and it was determined that a quorum was present. Each NSCA with at least 15 members was entitled to one vote. Additionally, the USA with 1475 members was entitled to an additional 2 votes, making their total 3 votes.

II. Minutes

The minutes of the last meeting were approved as published in the Windward Leg.

III. Reports of the Officers

A. President - Sunfish sales have been very successful this year. That is good for us and the factory. Happy to report that we have bids for the World's for the next two years and a half to three years. Firm bid from the Bahamas for next year to replace Venezuela who lost their sponsorship unfortunately. All set for the Dominican Republic for the next year. Have recently received a bid from Columbia for the 1997 World's. Bids for January 1, 1993 to October 31, 1993. A successful year. That is good for us and the ISCA. Motion passed.

B. Vice President - No report.


ISCA TREASURER'S REPORT
JAN. 1, 1993 TO OCT. 31, 1994

Balance on hand Jan. 1, 1994 $56,472.03

Revenue:
- Dues 4110.00
- SLL Support 4175.00
- Total Revenue 8285.00

Expenses:
- Office Expense 4481.10
- Advisory Council 760.69
- Sail Numbers 1087.40
- Bank Charges 66.00
- Total Expenses 6395.19

Balance on hand Oct. 31, 1994 $58,461.84

A motion was passed to accept the reports of the officers.

IV. Advisory Council Report

Larry Cochran presented the Advisory Council report. He mentioned that all the controversial issues were discussed long enough until a consensus was reached. He also mentioned that the Advisory and World Council members were sent an advance copy of the proposed revisions to the Class Measurement Rules, giving everyone a chance to respond. Larry mentioned the discussion that took place concerning the ten major issues. President Ruby asked for a motion to accept the Advisory Council report in total. The motion was made and seconded. Some discussion followed. The motion passed.

Discussion followed about the effective date of the approved rule changes. Motion made and passed to have the effective date be the first part of next year when the Class Measurement Rule book is updated. President Ruby added a personal note of appreciation to Larry for his efforts in getting these rule updates completed.

V. Committee Reports

A. Membership - Chairperson Erickson reported that it was a good year. He noted a significant increase in the non-US membership, provided primarily by the Dominican Republic. Two new or recent ISCA's were added, namely Canada and Colombia. Motion was passed to accept the Membership report:

- NSCA 8/18/92 11/6/94
- Anuba 27 25
- Bahamas 5 5
- Bermuda 16 17
- Bonaire 5 10
- Canada 5
- Central America 15
- Colombia 8
- Curacao 42 31
- Dominican Republic 26 64
- Italy 20
- Martinique 15
- Netherlands 22 22
- Peru 15
- St. Maarten 5
- Venezuela 23 30
- British Virgin Is. 5 5
- U.S. Virgin Is. 5 6

B. IYRU - Chairperson Parks reported that Paul Odegard attended the IYRU meeting in London. All changes were approved except the protest flag rule. Parks also mentioned that we (ISCA) were on a list to be reviewed because of our membership as it pertains to 6 countries, 3 continents and number of members in each. It was determined that a mistake was made and that we were not reviewed and are not in danger of losing our IYRU status. Motion passed to accept the IYRU report.

C. Constitution Changes - This report was delayed until Alan Scharfe arrived. Chairperson Scharfe mentioned the changes consist of two parts. One is what he was charged with last year and the other one is an issue that Larry Cochran has come up with having to do with the IYRU Representative. Copies of changes having to do with Alan's charge were distributed. Larry Cochran mentioned that Paul Odegard reported that the IYRU does not require approval of our Constitution and therefore we will remove all the items mentioning IYRU approval. Alan discussed his proposed changes. A discussion also took place concerning increasing minimum NSCA membership size to 20 members. This is an IYRU requirement for a country to be recognized in an International Class. A motion was made and seconded that Rule 7.5.1.1 should read as follows: "The NSCA is composed of at least twenty (20) members." The motion carried.

A motion was made and seconded that Alan's
Larry’s changes to the Constitution be approved. The motion carried. The changes are as follows:

Title: Omit “(*Pending Approval by the IYRU)”.

Entire Constitution: Omit all * symbols.

7.1 Add “the Representative to the IYRU” after “two members appointed by the Advisory Council”.

7.1.4 Add at end “Term of office is to commence at the conclusion of the meeting in which election was held.”.

7.2.1 Add “the Representative to the IYRU” to the second sentence after “...the Chief Measurer”.

7.2.2 Add at end, “Term of office is to commence at the conclusion of the meeting in which election was held.”.

7.4.8.2 Add in its entirety:

7.5.4 Add

7.4.8-7.4.12 Renumber to 7.4.9-7.4.13.

7.5.1.2 Delete in its entirety.

7.5.1 Change “requirements are” to “requirement is”.

7.5.1.2 Delete in its entirety.

7.5.4 Add “It is recommended that” to the beginning.

8.1.3 Add “30 days” after “...shall be published” in sentence 1.

Replace “at least 24 hours prior to the meeting” with “...5 days prior to publication of the agenda” in sentence 3.

8.1.4 Add “the elected officer, appointed chairperson,” after “...unable to attend a meeting, “.

10.2 Add at end “If not placed on agenda for World Council annual meeting it shall remain the same for the next year.”.

12.2 Replace with: Changes to Class Measurement Rules shall be proposed to the Advisory Council. Such changes may be proposed by a NSCA, individual ISCA member, the Builder(s), the Sailmaker(s) or by the IYRU.

VI. Election of World Council Officers

The following nominations were made:

President - Jean Bergman - USA
Vice Pres. - Andres Santana - Dom. Republic
Secretary - Terry Beadle - USA
Treasurer - Mike Scrivner - USA
Chief Measurer - Joel Furman - USA

A motion was made and seconded that 75 percent of the cost be picked up by USSCA with 25 percent of the cost being picked up by ISCA per approval of the editor. The motion carried.

VIII. New Business

A. Minimum Hull Weight - President Ruby reported that he appointed Dick Tillman to collect data (hull weight, skipper weight, position in regatta) at various regattas over the next calendar year. The data will be analyzed and evaluated at the end of 1995. A lengthy discussion took place.

B. A discussion took place concerning “breakdowns” and the fact that there are no rules concerning redress for “breakdowns” when boats and equipment are supplied by the Builder. A motion was made and seconded that the sailing instructions specify the inclusion of redress to be provided for competitors that have had failures with supplied boats. The motion carried.

C. The proposed production of an USSCA year book was presented by Brian Weeks. He mentioned what it would contain and how it would be financed. He asked if anyone was interested in making it international. A lengthy discussion followed. A motion was made and seconded that ISCA approve, for one year, the publication of a year book, as described by Brian Weeks, provided that the expense to the Class should not exceed that which has been required for the publication of the Constitution and Measurement Rules. The motion carried.

IX. Adjournment

The meeting was adjourned at 8:31 p.m.

Respectfully submitted.

Terry A. Beadle, ISCA Secretary

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Windward Leg Spring 1995
from 10-25 mph, creating chop on the shallow bay. Many who capsized fell victim to the old boom-stuck-in-the-mud fate and had to have assistance to get upright again.

After a delay of several hours due to thunderstorms, 25 racers made their way out to the course. Only 16 finished the race, which was won by Ash Beatty, with Hank Saurage a close second. The two traded first and second places throughout the regatta, with Hank winning the final race and the regatta. The fleet dwindled with each race until there were only 11 starters for the last race on Sunday. One thing I'm sure everyone remembers about this regatta is that there was wind. Since the first three overall finishers had already qualified for the 1995 Worlds, the bids will go to Charles Milby and Tommy Barnes.

Now here's a real "fish story." As I was sailing around before the third race on Saturday, a fish about eight inches long jumped into my cockpit, which had 3-4 inches of water in it. As he flopped around, I hoped he would just flop back out again, but I couldn't be too concerned because my lower boom had broken. So, I crawled forward, lashed the boom to the mast with the end of my halyard, and the fish and I continued the race. We were dead last, but we did finish!

Many thanks to Warren Pierce and Lane Hollister of the Palacios Regatta Team for co-sponsoring the event, the Serendipity Resort for putting up with us, and everyone who made this event possible.

1994 SOUTHWEST REGIONAL PALACIOS, TEXAS OCTOBER 8-9 (top 16 of 25)

<table>
<thead>
<tr>
<th>Name</th>
<th>Place</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hank Saurage</td>
<td>1</td>
<td>2-1-1-2-1 4.25</td>
</tr>
<tr>
<td>Ash Beatty</td>
<td>2</td>
<td>1-2-2-1-2 5.5</td>
</tr>
<tr>
<td>Jerry Parlee</td>
<td>3</td>
<td>3-8-4-3-7 17</td>
</tr>
<tr>
<td>Charles Milby</td>
<td>4</td>
<td>7-3-3-4-4 18</td>
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<tr>
<td>Tom Barnes</td>
<td>5</td>
<td>5-4-7-6-5 20</td>
</tr>
<tr>
<td>Brown Horner</td>
<td>6</td>
<td>4-5-5-8-6 20</td>
</tr>
<tr>
<td>Brian Babbitt</td>
<td>7</td>
<td>9-6-6-7-3 22</td>
</tr>
<tr>
<td>Jerry Blouin</td>
<td>8</td>
<td>6-3-9-5-9 23</td>
</tr>
<tr>
<td>Christian Gambel</td>
<td>9</td>
<td>8-10-8-9-ds 35</td>
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<tr>
<td>Mike Nelson</td>
<td>10</td>
<td>13-11-10-10-8 39</td>
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<tr>
<td>Larry Hill</td>
<td>11</td>
<td>11-9-13-11-10 41</td>
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<tr>
<td>Patricia Manning</td>
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<td>14-15-11-12-ds-49</td>
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<tr>
<td>Jim Uroda</td>
<td>13</td>
<td>10-12-4s-4s-4s-52</td>
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<td>Tom Boren</td>
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<td>15-14-12-4fs-4s-54</td>
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<tr>
<td>Gary Cooper</td>
<td>15</td>
<td>12-4fs-4s-4s-58</td>
</tr>
<tr>
<td>Dave Ohe</td>
<td>16</td>
<td>df-13-32-32-32 59</td>
</tr>
</tbody>
</table>

Brown Horner (18), Ash Beatty (42563), Jerry Blouin (2271) and Hank Saurage (75200) at start. Pat Manning finishes last, but not least, with her fish as crew.
Sea Isle City Hosts 35

Tom Doris

The Yacht Club of Sea Isle City, NJ, and Sunfish Fleet 235 held its annual regatta August 27-28, 1994. The single handed races were held on Sunday in 5-10 knot winds and sunshine, and Ludlam’s Bay was dotted with 35 Sunfish competing in four classes.

54TH ANNUAL SEA ISLE REGATTA AUGUST 28, 1994

Midget Class
1 63270 Ryan Parker Ocean City 1-1-1-2-2 6.25
2 58337 Matt Kutler Sea Isle City 2-2-2-1-1 7.5
3 81905 John Palmer Avalon YC 3-3-3-3 15
4 76883 Jeff Lasko Sea Isle YC 4-4-4-4 20
5 60018 Lauren Mariani Sea Isle YC 5-5-5-5 25

Juniors
1 76787 Dylan DeMarco Wildwood 2-1-1-4-1 8.25
2 61611 Chris DeCollo Margate City 4-3-3-2-2 14
3 62847 Derek Kornacki Christian 3-2-2-1-4 24
4 76815 John Doyle Sea Isle YC 1-1-2-4-7 31.75
5 82839 Drew Hein Avalon YC 6-8-3-9 32

Seniors
1 61455 Carrie Schaefer Avalon YC 10-6-1-1-10 37.75
2 76561 Jim Alber Sea Isle YC 7-9-10-7-5 38
3 60318 Laura Berkowitz Sea Isle YC 12-11-7-5-4 39
4 75290 Tom Leonard Avalon YC 13-12-12-13 42
5 76774 Greg Prevoce Ocean City 11-4-14-9-20 58

Masters
1 75592 Harold Lasko Sea Isle 1-1-2-1-1 5
2 65071 Christine Adams Sea Isle 2-2-1-2-2 8.75

43 Race in Florida Sailfest

The 1994 Seminole County Sailfest drew the largest ever fleet of Sunfish from all over the country to compete in this legendary event. Though the name of the event changes, it retains the flavor and allure associated with famous names in the yachting world, record numbers in attendance, good fellowship, and, not by accident, some fairly decent course racing for over 700 boats in 30 classes on seven courses on a small lake in central Florida.

Friday afternoon Sunfish NA Champion Jeff Linton gave an onshore clinic on rigging and boat handling for speed, and that evening there were talks by Jim Brady, Cam Lewis, and Peter Harken, to name a few. The high water level of Lake Monroe due to heavy rains from Tropical Storm Gordon made launching of such a large number of boats a challenge, not to mention maneuvering among the water hyacinths that floated into the lake from the St. John’s River wetlands. Winds were light to medium for Saturday’s two races on a course that called for the Sunfish to start three minutes after the Lasers. The races went off without a hitch, if you don’t count the many general recalls (six?) for the Laser Fleet on Saturday, which resulted in delaying the Sunfish starts. Their patience wearing thin, the race committee finally let the Lasers go for the second race, then abandoned their race in order to get the Sunfish race off before dark. The problem was solved when the Sailing Instructions were amended to allow the black flag for Sunday’s races. After two races, Linda Tillman was in first, but by only 3/4 point over Jeff Linton.

Sunday began with little wind, but the breeze filled in to allow two races. Positions changed before the day was out, with Jeff Linton taking first overall, Jim Koehler, of Amityville, NY, climbing to second, and Tillman dropping to third. Awards and door prizes were presented till dark at this world famous, largest inland lake regatta in the world. It’s a happening-plan to attend next December.

1994 POCONO SERIES

Malcolm Dickinson

A total of 14 races were sailed over four different regattas to constitute the annual Pocono Championship Series, sponsored by Sailboats of the Southern Tier and organized by George Seary. Events were held at Quaker Lake Y.R.C. and Lake Naomi Club S.A., in northeastern Pennsylvania. With two regattas in June, one in August and one in September, this series featured both heavy and light winds with the often unpredictable shifts and puffs of inland lakes. Attendance at two or more of the regattas qualifies a skipper for the season series, and a flexible scoring system allows five throwouts.
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1994 Texas Youth Race Circuit
Pauline Mahoney

The Texas Youth Race Circuit, now in its fourth year, consists of 13 regattas held at clubs throughout Texas, starting in May and ending in November. An entrant must complete seven regattas to place at year's end. The circuit is open to youth ages 7 through 20, in Optimist, Sunfish, Laser and Laser Radial classes. In 1994 there were over 180 participants, with 48 placing in the final results. Awards were presented at the Texas Sailing Association AGM in Dallas, and at the Houston Yacht Club Christmas party. For further information on the 1995 events, call Pauline Mahoney at (713) 334-3606 (day) or (713) 333-3301 (evening).

1994 TEXAS YOUTH RACE CIRCUIT

Sunfish Junior
1 Matt Rogers Houston Yacht Club
2 Joe Gerloff Austin Yacht Club
3 Lacey D'Errico Lakewood Yacht Club b
4 Price Moncrief Lakewood Yacht Club
5 Kelli Filak Lakewood Yacht Club
6 Nathaniel Tulloch Houston Yacht Club
7 Brandon Cook Houston Yacht Club
8 Philip Francis Texas Corinthian Yacht Club
9 Logan Moncrief Lakewood Yacht Club
10 Rachel Marden Houston Yacht Club

Sunfish Novice
1 Matthew Moncrief Lakewood Yacht Club
2 Shane Weber Texas Corinthian Yacht Club

Pennsylvania Championship
Malcolm Dickinson

A beautiful cloudless day at the beginning of October welcomed seventeen sailors to Marsh Creek Reservoir, located in a beautiful state park half an hour west of Philadelphia. Marsh Creek is the home of very active Sunfish and Laser fleets and is convenient to sailors in all of New Jersey and Delaware. Marsh Creek is small, with interesting shifts generated by the surrounding hills, and usually features light air, but this year the wind was very strong, gusting over 20 and zigzagging all over the course. Surprise capsizes occurred several times during the day as fully-hiked skippers sailed into shifts which put them fully hiked out to leeward!

Six half-hour-long modified Olympic courses were sailed with a lunch break on shore. Susan Swenk and race committee chairman William Clarke handed out engraved trophies to the new Pennsylvania champions and invited everyone back next year. Marsh Creek may be tough to find, but it is a great place to sail!

PENNSYLVANIA SUNFISH CHAMPIONSHIP

MARSH CREEK S.C.
DOWNTOWN, PA
OCTOBER 9, 1994

1 52943 Malcolm Dickinson 2-1-2-8-1 7.5
2 7509 David Davies 6g-2-4-3-1-6 15.75
3 36 Posy Seifert 1-4-9-7-2-5 18.75
4 75122 Tom Leonard Sr. 3-5-5-4-5-2 19
5 75370 Lee A. Schaeffer 5-6-11-13-7 21.75
6 75016 Susan Swenk 7-3-3-9-7-10 29
7 2327 George Anderson dq-1-4-4-3 29.75
8 75307 Scott Klawans 12-8-8-5-6-4 31
9 77318 Ed Wagnan 13-7-6-10-9-8 40
10 41114 Don Seifert 10-9-12-6-11-9 45
11 61467 Bernie Klawans 6-11-10-11-13-11 49
12 white Tom Krause 9-15-7-12-12-12 52
13 75390 Tom Leonard Jr. 8-14-14-14-10-df 60
14 1928 Harry Leech 11-12-15-13-14-ds 65
15 75020 Sally Rusk 4-13-17-ds-ds-ds 70
16 75024 Walter Bartoshesky 14-10-13-ds-ds 73
Florida's Pixie Circuit

Bill Wingrove and Herb Swanson

Carlisle Classic, Oct. 22 ('94-95 No. 2)

After shifting the race course but not the starting line, the races got off to a bumping start in 4-8 knot winds. Steve Honour sailed consistently well to win in A Fleet. In B Fleet, beauty prevailed and Mindy Katz beat hot-shots David Billing and Herb Swanson. A nice party followed at the Clearwater Sailing Center. Thanks to Mark Rother for doing the race committee.

Carlisle Classic, Oct. 22 ('94-95 No. 2)

A Division
1 60176 Steve Honour 1-2-1 3.5
2 29471 Inn Smith 3-1-4 7.75
3 76685 Paul Swarsley 5-3-2 10
4 47506 John Spay 2-5-3 10
5 75592 Don Cochran 4-4-5 15
6 77105 Ray Davis 3-2-1 7.5

B Division
1 76547 John Spray 1-1-3-2-6 6.5
2 76685 Paul Swarsley 6-5-2-1-2 9.75
3 77020 Stu Smith 4-3-7-8-1 14.75
4 77105 David Billing 5-6-7 13
5 76685 John Spray 4-3-2 7.75
6 76685 Paul Swarsley 7-7-6 12

Lake Tarpon Boat Club, Dec. 11 ('94-95 No. 4)

It was a near blowout as a cold front moved through with a vengeance. A hard core group persevered after a lengthy delay in setting the starting line in 15-25 knots. In the first race, John Spray, in A Fleet, came out of the left to an early lead but Steve Honour came on strong to pass him and take the first race. This was to be the pattern for the day's races, with Steve and John trading the lead. By the end of the day, the overall order of finish was Steve Honour, John Spray, Paul Strauley, Stu Smith, Stan Woodruff, and Bill Wingrove. The B Fleet was dominated by Frank Wilkinson with three bullets, followed by Dave Morrow and Ray Cash. The long distance award this week went to Ray for traveling all the way up from Lake Okeechobee. As the day wore on, the fleet was thinned by various breakdowns that included Herb Swanson's breaking an upper end cap. (Most people break the lower end cap; was it something about jiffy reefing?)

Davis Island YC, Jan. 15 ('94-95 No. 5)

The second half of the series started with a bang. Once again, dark and stormy skies appeared over Tampa Bay, but race organizer Jeff Linton, among with RC Chief Joe Linton, got a break and after a short postponement, got in three adventurous races. As we sailed out, there was a leeward chop from the south mixed with washback from the seawalls. The wind was changing velocity and shifting, leaving everybody in a dilemma as to which setup to use. Though Mark Taylor rallied to win the first race over Jeff Linton, Jeff was the A Division winner. Frank Wilkinson totally dominated Division B. Mindy Katz started off strong and the first race but decided she would rather swim than sail. After the races, many of the stragglers headed out to Rick's Cafe and took over the joint. Several pizzas, pitchers, and beach races later, the crowd peacefully dispersed into the night.

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Windward Leg Spring 1995

23
**Abels Wins '95 Ice Cubed Regatta at Sea Cliff**

*Eric Johnson*

With the Sunfish Division canceled out of the New Year's Regatta, there was a lot of pent up competition for the Ice Cubed Regatta at Sea Cliff Yacht Club on a cold and clear January 7th. The wind was brisk and dry suits were the fashion as the fleet watched the duel between the current and past NYS champions: Fred Abels and Doug Wefer. After the regatta the fleet really appreciated the hot chili that Christine Zanta served up next to the fireplace.

**ICED CUBE REGATTA**

**SEA CLIFF YACHT CLUB**

**SEA CLIFF, NY**

**JANUARY 7, 1995**

1. Fred Abels, Locust Valley, NY 1-2-2-1-9-2-1 8.25
2. Doug Wefer, Glen Head, NY 2-1-2-1-1-1-4 9.25
3. Steve Shipstone, Sea Cliff, NY 3-3-3-2-1-3-1 14.75
4. John Condron, Mattituck, NY 6-7-4-7-2-3 27
5. John Dawson, Green Head, NY 6-4-7-4-5-7-7 34
6. Jack Williams, Sea Cliff, NY 4-6-5-6-8-6-6 33
7. Ron Hill, Wyominging, PA ds-8-5-5-5 37
8. Rob Buchner, East Islip, NY 5-5-6-7-8-3-8 39

**Green Pond Ends 1994 SANJL Season**

*Malcolm Dickinson*

The frostbiting season started earlier than usual this year in New Jersey when bone-chilling cold and steady rain greeted 39 sailors at the final SANJL regatta of the year. This regatta is typically held in bright sunshine and a cool, crisp fall breeze, and attendance and spirits were both dampened by the unusual light-air, heavy-rain conditions.

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**The SunRower®**

- Converts a Sunfish Into a Dinghy
- Attaches in Seconds, No Boat Alterations
- Lightweight Sturdy Rust-free PVC Construction
- Folds Up For Storage or Towing
- Holds Two Persons
- Great For Cruising
- Uses Standard Oars
- Small Stabilizing Skeg

**$199.00 Introductory Special**

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Or Write To: SunRower
800 Yale St., Englewood, FL 34223

**Do You Have Both Oars In The Water?**

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**1994 SANJL Overall**

This year 74 sailors participated in four SANJL regattas, and 41 qualified for season scoring by sailing in two or more regattas.

**1994 SANJL OVERALL**

(13 races, 4 throwouts)

1. Malcolm Dickinson 25.5 34 Richard Draper 289
2. Bob Griswold 29.5 35 Ed Ashton 292
3. Derek Jackson 34.75 36 James Stansfield 302
4. Courtney Young 37 37 Ryan Mason 303
5. David Davies 38 38 Maurice Cailleteau 320
6. George Anderson 39 39 Lisa Campbell 323
7. Laurence Polye 97 40 Walter Liggett 326
8. George Jackson 102 41 Geoff Flash 338
9. Frank Whitescarver 108 AGS GROUP PLACES
10. George Seary 110
13. Bill Grisbach 121 2 David Mesicek 184
14. David Tonkin 124 3 Ryan Mason 303
15. Nicky Einthoven 127.75
16. Tom Doris 147 1 David Tonkin 124
17. Tom Brett 156 2 Mark Rosenkrantz 214
18. Paul Ogdard 157
19. Rob Maher 163 1 Bill Grisbach 121
20. George Barnett 171 2 Nicky Einthoven 128
21. Chieu Nguyen 181 3 Tom Brett 156
22. David Mesicek 184
23. David Barnett 186 1 Laurence Polye 97
24. Bob Tomsey 188 2 George Seary 110
25. George Sloan 193 3 Steve Mason 111
26. Frank Bliss, Sr. 198
27. Bill Betts, Jr. 204 1 George Jackson 102
28. Jim McCrea 212 2 Jero Mesicek 117
29. Mark Rosenkrantz 214 3 Chieu Nguyen 181
30. Dave Rogers 232
31. John Brett 237 1 George Anderson 82
32. Richard Daggett 280 2 Frank Whitescarver 108
33. Robert Krsholtz 280 3 Tom Doris 147

**Ages 18-25**

1. Rob Maher 163 2 David Mesicek 184
3. Ryan Mason 303

**Ages 26-35**

1. Paul Ogdard 157
2. Max Engele 162 2 Nicky Einthoven 128
3. Tom Brett 156

**Ages 36-45**

1. Steve Mason 198 2 Laurence Polye 97
3. Tom Brett 156

**Ages 46-55**

1. Tom Doris 147
2. Richard Daggett 280 2 Frank Whitescarver 108
3. Robert Krsholtz 280 3 Tom Doris 147
Fleet 330 Holds Two Fun Events in Great Kills Harbor

Joe Hall

Annual MS Race

On September 11, Fleet 330 held their annual MS Race. The event consisted of three races sailed inside Great Kills Harbor and was open to any female of any age. Six contestants sailed in winds of 15 knots from the northwest. The group consisted of two grandmothers, a youngster of eleven, and three not so long of tooth, but long enough.

Over 50’s Regatta

Following the MS Race, the Over 50’s Regatta was held; this was open to both men and women. Five races were sailed in gusty, 15-22 knot winds. The ten skippers included four “new boys,” all claiming to have just turned 50. Most were “big boat” sailors who had watched races in prior years and decided that it looked like fun, and even borrowed boats for the event. There was a lot of flipping, losing tillers, bumping and cussing, but all had fun and some can’t wait to try it next year.

Abbene Wins Richmond County Open Regatta

Joe Hall

After some 20 years, Richmond County Yacht Club Sunfish Fleet 330 reactivated their open regatta, on August 13, 1994. Seventeen boats registered and sailed five races in gusty winds of 15-22 knots. The races were sailed in Raritan Bay, just outside Great Kills Harbor, Staten Island, New York. While all boats started together, their finishes were recorded in two divisions: “race rigged” (racing white sails and the new 4 inch longer daggerboard) and “recreationally rigged”. The former consisted of four boats; the latter had thirteen.

The races showed that the “older” boats were competitive but lost significantly to the weather. We plan to continue this mode of racing in future open regattas in order not to discourage standard boats and to encourage our junior sailors to join the fleet.

Dick Abbene, of Oyster Bay, won four races to finish first overall. The top four finishers were all race rigged.

The next best thing to sailing your class racer!

Authentically scaled 1:12 Glassail models are ready for painting, and pre-cut dacron sails can be personalized with any sail number. Each kit includes running and standing rigging, a mounting base, wall-mount brackets, and a suitable-for-framing poster with starboard profile and deck plan. The highest standards of quality and authenticity put Glassail models in a class by themselves.
Colombian Sunfish Class Association Sets Objectives

Luis Eduardo Baron

This year we have begun the consolidation of the Sunfish Class in Colombia. The Colombian Sunfish Class Association fulfilled its first year with a positive balance. Our objectives for the present year are: to increase the number of Sunfish sailors, improve the quality of the equipment, and to participate in the World Championship in Abaco.

On January 10, we held a seminar conducted by Eduardo Cordero, of Venezuela. For one week we sailed on Tomine Lake, with winds averaging 10 knots and wonderful weather.

Eduardo found the sailors to be improved since last year’s seminar. The country’s best were present, including two top sailors, Sebastian Higuera (18), 1994 Colombian National Champion, and Solmar Bermudez (20), two times national champion and selected to represent Colombia in the Venezuelan National Championship in April. Other good sailors in the seminar were Andres Spath (14) and Felipe Recaman (17), Youth National Champion.

Eduardo Cordero shared his knowledge of sailing and enjoyed some tough competition from the students. Because our level of sailing is improving, we are planning to participate in the Bahamas World Championship. The first three finishers at the Youth Nationals are qualifiers: Recaman (17, Spahd (14), and Bustos (14), and the others will be determined in the Nationals and the Tomine Cup.

We invite Sunfish sailors who are ISCA and USSCA members to sail in our country. Our homes and boats are available for those who want to visit El Dorado country, emeralds and coffee, and for Sunfish sailors willing to make friends.

Stop Plutonium Transport Race Diverts Ship

Julia Smelders, Secretary
Curacao Sunfish Sailing Association

On February 27, the Curacao Sunfish Sailing Association, together with the Jan Sofat Watersport Club, held one of its most well-attended races ever. We decided to call it the Stop Plutonium Transport Race, to publicize the proposed dangerous shipment of highly radioactive waste through the Caribbean Sea on its way via the Panama Canal to Japan. Whether or not our contribution to Greenpeace’s campaign was in any way responsible for the diversion of the plutonium-waste, the fact remains that the ship did change course and at going to press was no longer a threat to the islands of the Caribbean. Fortunately, all sailors (and a great many other responsible citizens) continue to condemn the transportation of all forms of radio-active material.

Actually, this Sunfish Race normally carries the name “Carnival Race” because it is held annually on the day after the rambunctious Carnival Parade. Many very tired and hungover sailors presented themselves at registration time, and it was a record turnout with 38 participants in three classes.

It was the first race sailed under the new rules approved last year. Previously, the CSSA had outlawed the use of the new plastic board in local races, due to unfair competition. Now in Curacao, with full approval of all members, the Sunfish Class is divided into three groups:

1. Open Class: all types of sail and daggerboard allowed.
2. Restricted Class: no racing sail, no plastic daggerboard permitted (so that those who cannot afford new equipment still have a fighting chance to win with less modern sails and boards)

With 12 in the Open Class, 20 in the Restricted Class, and 6 in the Junior Class, the CSSA feels that the decision was the right one.

STOP PLUTONIUM RACE
FEBRUARY 27, 1995

Beginners/Junior Class
1. Maartje Kamps/Christiaan Schmidt
2. Tomme van Kamepo
3. Sean Darenker

Restricted Class
1. Rob van der Gulik
2. Jazz Gilman
3. Theo Frieske
4. Jorge Bleiderman
5. Steven Voet
6. Barbara Brandt
7. René Vangies
8. Arnout Scheltes
9. Ben Brandt
10. Gerard Helmich

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About Sunfish® Class Membership

The International Sunfish Class Association was granted international status by the International Yacht Racing Union in 1984. The ISCA ensures equal opportunity for all sailors by preserving the Sunfish as a true one-design sailboat. The United States Sunfish Class Association is the ISCA-recognized authority within the U.S. By joining USSCA, members are automatically members of ISCA.

All U.S. Sunfish owners are urged to become members of USSCA. Upon receipt of the membership application form and fee, USSCA will assign an official sail number, and a set of self-adhering, cloth sail numbers will be sent to the applicant. A sailor who buys a new boat may retain his/her original sail number if the old sail is not sold with the number on it. Members may purchase replacement or newly assigned numbers through the USSCA office for $12.00.

As a member of USSCA, you will receive a membership card, the Class Measurement Rules and Constitution, the Annual Regatta Schedule, and the class newsletter, Windward Leg, containing articles on how to enjoy, maintain and race your Sunfish, and regatta reports. A Family Membership, available to sailors living at the same address, provides an ISCA membership card for each member, and one set of the materials described above. Junior membership (for an individual who is not 18 years old or older during the calendar year) is available at a discount. USSCA membership is required in order to race in sanctioned events at the regional, national and international levels. Members also have voting privileges at the Annual Sunfish Class Meeting held at the North American Championship site.

Sunfish sailors who live outside the U.S. where there is no National Sunfish Class Association, may join the USSCA and receive the Windward Leg by sending the membership application form and appropriate fee to the address below.

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### USSCA Membership Application

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Address

City __________________________ State ________ Zip ________ Country ________

Phone: Home __________________ Work __________________

Sunfish Fleet Number _____ Location ______

I am a current member of US Sailing. _____ Yes _____ No

* To receive notices for Women’s, Juniors, or Masters events

** If previously registered

Make check or money order payable to USSCA (U.S. Dollars) and mail with form to address below.

TOTAL ENCLOSED

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**Includes sail numbers

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TOTAL ENCLOSED

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Classifieds

TOTE-A-BOAT - Quality aluminum and stainless hand-dollie for transport and launching of Sunfish, rowboats, canoes and dinghies.

TOTE-A-BOAT, Box 1229, St. Michaels, MD 21663, (410) 745-3231.

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PLEASE CHECK YOUR MAILING LABEL - Send any address changes or corrections to the USSCA Office so you don't miss any issues of the Windward Leg. This is important, as it costs the class money when they come back undeliverable. Back issues of the Windward Leg may be ordered by sending $3.00 (check payable to USSCA) to Peg Beadle, USSCA Office, P.O. Box 300128, Drayton Plains, MI 48330-0128.

BIRTH ANNOUNCEMENTS - Tom and Lynne Donahue, of Brigantine, NJ, are pleased to announce the birth of their second child, Allyson Sandra Donahue, on January 10, 1995. Ally weighed 6 lbs, 9 oz. and was 20 inches long. She looks forward to meeting you at the Sunfish North Americans in Lewes.

Malcolm and Julie Smith are pleased to announce the birth of their daughter, Jordan Ann Smith, on November 26, 1994, weighing in at 7 lbs, 8 1/2 ozs.

WANT TO PLACE A AD in the Windward Leg? See Ad Rates and sizes on page 14.

United States Sunfish Class Association
P.O. Box 300128
Drayton Plains, MI 48330-0128

FORWARDING AND ADDRESS CORRECTION REQUESTED

MEMBERSHIP RENEWAL
Membership is for the calendar year. To renew your membership, use the form on page 27, or on a sheet of paper write your name, mailing address, home phone, work phone, Fleet number, Fleet location, and sail number. Enclose it with your check for $30 payable to USSCA and send to: United States Sunfish Class Association, P.O. Box 300128, Drayton Plains, MI 48330-0128. Phone: (810) 673-2750.

MEMBER IYRU AND US SAILING