The Midwinters fleet, moments after the start of Saturday's first race.

Marinera Venezuelano
Cordero Gagna Las Midwinters

El Bacalao Disfrazado

Mother Nature threw a curve ball at the 82 sailors who converged on the Sarasota Sailing Squadron for the 1996 Midwinters. As a low formed behind a passing front, temperatures on Sarasota Bay dropped lower than those on the plains of Montana. The cold air was brought in by raging northerly winds that shredded gear but created wild planing conditions.

Venezuela's Eduardo "El Conejo" Cordero found the breeze, if not the temperature, to his liking.

Tillman Retains International Masters Title

For the second year in a row, Dick Tillman, of Merritt Island, Florida, came out on top at the International Masters Championship, held this year at Eau Gallie Yacht Club, near Melbourne on Florida's east coast, March 15-17. Racing was held on the Indian River, a wide part of the intercoastal waterway, on modified Olympic and windward leeward courses.

Forty two sailors, ages 40 to 78, from seven states plus Bermuda and Aruba, registered on Friday morning, optimistic that the changed weather pattern would hang on for the weekend. They were not disappointed, as the sun shone and the winds came in a variety of strengths, offering something for everyone.

See Masters, page 5

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Sunfish® is a registered trademark of Sunfish Laser, Inc.
Boats scream into the jibe mark in the wild planing conditions on Friday.

Hank Saurage finished the first race with a broken spar, passing two boats on the final beat for an 18th.

Paul Odegard’s cockpit had a little water in it!

Kerry Klingler and Rod Koch warm upon shore and commiserate over their breakdowns in Race 1.

Joanne Salvadore and her dog Mugs model the latest in cold weather attire.

The wind eased off a little for the start of Saturday’s first race; Kerry Klingler cases the pin position in the last minutes.

Hank Saurage finished the first race with a broken spar, passing two boats on the final beat for an 18th.

liking. He reeled off three straight bullets by roaring out of the pack on the downwind legs.

In the first and only race Friday, Zane Yoder had a huge lead at the beginning of the run. David Van Cleef was in second with a large gap between him and the trailing pack. Turtled boats and broken spars littered the course. Sailing with hard vangs and lowered sail plans made jibing hazardous at best. Anyone whose boom touched the water while jibing was immediately flattened. Yoder jibed first. He remained upright but was spun head to wind and got stuck in irons. Van Cleef saw that and decided to tack. That worked but Cordero was smoking, executed a perfect jibe on the front of a wave, never slowed and rounded the leeward mark with a small lead that he held to the finish. Yoder and Van Cleef held on for second and third, just ahead of Chris Friend.

Of the 43 boats that started, only 27 finished. One of those was Louisiana sailor Hank Saurage. On the first beat, a two foot tear opened at the clew of his sail. By the second beat, his upper spar was broken and he was sailing with less than half a rig. Nevertheless, he passed two boats on the final beat and finished 18th. By avoiding 83 points for a DNF, his latest finishes were good enough to move him into eighth place for the regatta.

Saturday’s first race was a battle between two Venezuelans, Cordero and Johnny Bilbao, along with Kerry Klingler from Miami. Bilbao and Klingler led most of the race but Cordero once again took the lead on the run and held it for his second ace.

The wind started screaming again for the next race. This time it was Van Cleef with the huge lead on the first reach, followed by Rod Koch, another gap, and then Cordero in a big pack back at the windward mark. "El Conejo" was not waiting for the run to make his move this time. He shot away from the group and was right on Koch’s stern at the jibe mark. He began the second reach leaving Rod in his dust and finished it by overtaking Van Cleef just before the end of the leg. Although his downwind speed was phenomenal, his upwind speed was good enough to match the best of the rest—pretty impressive for one of the smallest sailors in the fleet.

Sunday dawned windy and colder yet. After taking stock of the situation and polling competitors, RC chairman Allan Broadribb called it a regatta.

Sarasota’s Jeff Olson won the Junior award and Nancy Haberland, Navy Sailing coach, won the Women’s. Dick Tillman, from Melbourne, was the first Master. They all deserve congratulations for finishing every race in tough conditions, a feat accomplished by only 27 of the 82 boats.

Despite the weather, everyone had a good time. The dinners and social aspects were enjoyed by all. Tickets to a Chicago White Sox
game were given to all sailors who wanted to attend. Housing was provided for everyone. It was fortunate to get any races in under the circumstances and there were no complaints any day when the races were called.

Several prizes were given away throughout the weekend. Sunfish/Laser very generously donated a new racing sail. Masthead Enterprises donated two rudder bags, two tote bags, and key chains. Bill & Greg’s Bagman Enterprises provided duffel bags made from used sails. Windline donated five T-shirts. Ultman Sails donated five croakies, and Paul Odegard donated a Feather Mate wind indicator.

Cindy Clifton and her team of Sailing Squadron volunteers did a wonderful job with the organization. Laser Class Secretary Allan Broadribb provided terrific race management and his wife Jocelyn had the results available before the sailors had their boats put away.

It should be noted that the weather conditions at this regatta were severe. Most of the spar problems occurred when the boats capsized and wind and seas drove the spars into the bottom of the bay. Several regattas involving other classes were held around the state the same weekend. Boats at these events also suffered much damage. The boats and equipment at the Sunfish Midwinters held up quite well considering the circumstances.

Charlie Clifton

Below, right: Zane Yoder tells what a great time he had and thanks the regatta committees for a job well done.

Below: Regatta Race Committee Chairman Allan Broadribb awards the Junior trophy to Jeff Olson, of Sarasota.
Jeff Limon (75316), Eduardo Cordero (2345), and Bob Findlay (808) get off the starting line in an early round of the team racing on Thursday afternoon.

### Smokin' Mullets Take Team Race Honors

Six teams fought for the Team Race title on the day before the Midwinters began in Sarasota Florida. Amid blustery conditions, the Tampa Bay team, "Smokin' Mullets," went undefeated to take the title. There were 12 starts in five rounds, with each team taking one or more byes in the double elimination format.

"Smoked Mullets for Lunch" fielded an international team that produced a first place finisher in every one of their races. Nancy Haberland and Eduardo Cordero each won two. A minor controversy ensued over 'free agency' when "SMFL" picked up Johnny Bilbao on waivers from the "Lost Lassies" for their final race against "SM". However, the league quickly put a stop to unrestricted player trading and it was resolved amicably. Bob Findlay was the only one sporting a black eye at the end of the day (after taking a direct hit from a competitor's 'boom.)

At the skippers' meeting prior to racing, it was agreed that it was time to formalize the guidelines for this popular annual event held just prior to the Midwinters, and make it a national championship. Paul Odegard agreed to research and prepare team race sailing instructions and procedures for next year.

### 1996 MIDWINTER TEAM RACE CHAMPIONSHIP

**MARCH 7**

1. Smokin' Mullets
   - Jeff Linton
   - Joe Blouin
   - Rod Koch
   - Mike Gable

2. Smoked Mullets for Lunch
   - Eduardo Cordero
   - Nancy Haberland
   - Dave Van Cleeve
   - Bob Findlay

3. MisBarnaLou
   - Bishop Stiefel
   - Zane Yoder
   - Chris Friend
   - Tommy Harris

4. Ibuprofen
   - Dick Tillman
   - Don Bergman
   - Charlie Clifton
   - Eric Erickson

5. Clueless in Sarasota
   - Rita Steele
   - Ursula Olson
   - Will White
   - Paul Odegard

6. Lost Lassies & Lads
   - Cindy Walker
   - Audrey Roeslling
   - Baron Bremer
   - Johnny Bilbao

---

**Jeff Linton**, of Smokin' Mullets, fights for room on the starting line from Bob Findlay, of Smoked Mullets for Lunch, in Thursday's team race series.
Two races were sailed Friday afternoon in light and variable, 3-10 knot winds. Joe Blouin, of Tampa, showed his light air finesse, winning both handily. At the finish of the first race, Jean Bergman crossed in second place only to learn that her premature start was why there was no beep, giving the position to the next finisher, Eric Erickson, of Enterprise, Florida. In the next race, Tom Donahue, sailing in his first masters, showed us how it’s done with a convincing second place finish. Jean Bergman was in next and got the beep for third. Co-chairman Linda Tillman was feeling pretty good with a 3-4 for the day, but it would be shortlived.

That evening the sailors and guests enjoyed a barbecue buffet and entertainment by a guitarist on the yacht club lawn, overlooking the docks and the landmark dragon opposite. As darkness settled, a few expended their last energies on a dance or two before calling it quits for the evening.

Saturday morning, the sailors set out in a light westerly that died and shifted drastically, resulting in abandonment of the race. After a lunch break ashore, the afternoon winds filled in at 8-12 knots and three races were sailed. In the first race, Grand Master and local Sunfisher Bill Haberland showed the way around the course, taking the lead at the weather mark and never relinquishing it. Dick Tillman, at home in the strengthening wind, found his niche at the front and would stay up there for the rest of the regatta. Chris Houston, of Ambler, Pennsylvania, found the right combination for the second race of the day, turning on the speed and tactics to take the gun, with Blouin and Bermudian Jim Stewart close behind. In the next race, Tillman got off the line with clear air and led at every mark, to begin his three race winning streak. Grand Master Don Bergman pulled off a second place, his best finish of the regatta.

Some quick calculations ashore around the keg at the Captain’s Corner showed Blouin 3.25 points in the lead over Chris Houston. With many others badly in need of a throwout to better their scores, hopes were raised by predictions for continued wind on Sunday.

Saturday evening’s festivities were held in the main dining room of the club, with an open bar service and sumptuous buffet. Door prizes were drawn for and presented, followed by dancing to the music of a live band.

Conditions on Sunday were beautiful, albeit challenging, with
The flag is up and no one is over early!

warm temperatures and winds of 15-20 knots and higher in the
gusts. Tillman showed his tactical and heavy weather skills, and
proved he was by now accustomed to the new style Sunfish he was
sailing this regatta for the first time, going on to win the final two
races. Joe Bluin posted a 4-2, finishing second overall by only a
quarter of a point. Not far behind were Chris Houston and Tom
Donahue, upholding the younger generation, in third and fourth.

The results were scored overall, as well as by
relative positions within age divisions. Sunfish half hull awards, by
Singleman’s Model Boat Works, were presented to the top five
finishers overall, and to the top three in each of four age categories. A
Classail Models Sunfish was presented to the “fastest woman,”
Jean Bergman, of Holland, Michigan. A Sunfish half hull was also
presented to the Eau Gallie Yacht Club as host club, and to Mike
Huck for his excellent work as Race Committee Chairman,
assisted by his wife Bobbi and daughter Kelly, among others.

Many thanks to the event sponsors who provided doorprizes and
some of the awards: Backyard Boats, Classail Models, ELB
Software, Feathermate, Harken, International Dinghy Shop,
Masthead Enterprises, Sailboat Garage, Singleman’s Model Boat
Works, Starboard Software, SunRower, Tillman Sailing Center,
and West Marine. The spectator boats provided by EGYC
members were much appreciated, as well as private housing for all
competitors who requested it.

Linda Tillman

Award winners, from left, back row: Bill Haberland, Henry DeWolf, Dick Tillman, Don
Bergman, Frank Wilkinson, Larry Cochran. Front: Jean Bergman, Chris Houston, Joe
Blouin, Tom Donahue. Not shown: John Spray, Don Cochran.
Holes in the side of your hull which often come from race course mishaps can be repaired in the same way as the bow repair described above. A very large hole, however, may require inner hull access through a dry port. Through a dry port you can temporarily tape in a wax paper/cardboard plate to act as a mold to keep the woven roving in place. For large holes you should use at least two layers of woven roving before going to the lighter weaves. Finish off these repairs in the same manner as described before.

Another common problem is keel cracking. This often happens from pivoting boats on bulkheads and docks, or from poor trailer set ups. Check to see that your boat rests on a bunk and not just on one of the keel rollers of your trailer. Again, the crack or hole should be ground down along its entire length in preparation for new layers of cloth. You can put tape down either side of the keel to keep your work progress neat. If the crack is not too bad, just use two or three layers of 9 oz. fiberglass tape (2" or 3" wide). The next day, after the initial lay up, you can grind and fair and start applying the next coats of resin only. In the end, you can gelcoat the repair or simply touch it up with an enamel paint.

Be careful when using sanding discs. Practice on something first. Discs are used for rough fairing only, to take down excess material quickly. They can do a good deal of damage if you don’t pay attention.

Working with fiberglass cloths and polyester resin is relatively simple. If you have more than one repair to do, do the simplest repair first, to practice. Good luck, and keep those dings to a minimum.

Send your ideas for Workbench topics to:
Brian Weeks
cl Weeks Yacht Yard
10 Riverview Ct.
Patchogue, NY 11772
(516) 475-1675 or (516) 447-2166

THE WORKBENCH
The Sunfish as a Junior Trainer
Jim Koehler, USSCA Membership Chairman

For years, sailing programs have successfully used the Sunfish as a junior trainer and racing boat. Today, with so many other boats being marketed, many people are confused as to the fitness of the Sunfish. It must be recognized that any product improperly used will have poor results. The Sunfish works. But, it must be used properly. Program instructors should be told how to use the Sunfish and how to equip it.

In the December, 1995 issue of Sail magazine, a number of junior boats were evaluated by junior sailors. The “ubiquitous Sunfish”, as it was referred to, received a tremendous evaluation.

When considering the Sunfish as a junior boat, it is recommended that the boat be set up with the smaller sail plan. This is also known as the “recreational” sail. It is a flatter, less powerful sail. Many singlehanded classes use smaller size sails for youth activities. Our recreation sail achieves the same goal. It provides a junior with a less powerful, better balanced and more manageable boat.

Parents may feel they are doing the right thing, even saving money, by getting their child a racing sail. After all, they will need to get one later anyway, and may as well get it now. Chances are, their child will be unable to control the boat with the larger racing sail in strong wind conditions. Consider what the typical wind speeds are in your area. When a certain degree of mastery is shown, then the sailor could make the transition to a racing sail.

Depowering will enable a young sailor to sail in a higher wind range. This can be accomplished with the type of sail used and trim of gooseneck position, boom vang, Jens rig,outhaul tension, halyard position, daggerboard position, and proper steering.

Another effective way to get the most out of the boat with young sailors is implementing double handed sailing. Putting two people on the boat increases the weight to hold the boat down or (pop it up in the event of a capsize) and increases confidence. Proper pairing of partners for lessons will escalate the educational experience. It also exposes the sailors to the dynamics of a double handed, crewed boat. A parent and child can sail the boat as a team. I know of many parents who now go to regattas with two boats: one for them and one for their child.

A hiking strap should be installed in all the boats. The hiking strap, along with a 30-inch tiller extension, enables a young sailor to get his/her weight out to hike the boat down. All the boats should be equipped with a ratchet block for easy sheeting. Sheet through a small bullseye swivel fairlead is difficult; the hook that some of the old boats came with is impossible. Deck cleats can be installed, but I do not recommend the center mounted block/cleat combination as it is difficult to release and can interfere with constant sail trim adjustments. All boats should be water tight. It is difficult to sail a boat properly that has water sloshing around in it. The proper size and type of lines for the halyard and mainsheet, both in length and diameter, should be used.

Please feel welcome to direct your comments and questions to me at the address shown on the USSCA organization chart in this issue. With its modern upgrades, the “ubiquitous Sunfish” remains one of the most popular, versatile and enduring boats for juniors and seniors alike.

Food For Thought
“A concerted effort to grow and improve learn-to-sail programs across the nation has made junior sailors perhaps the largest-growing segment of the one-design universe.”

The Long Boom and the Rules

Will White

There are at least two rules situations on the race course that are greatly influenced by the long boom of the Sunfish. The boom is the same length as the boat. We sometimes forget that fact. But it creates a special geometry that doesn't apply to most other boats that race today.

**Situation 1**

The most obvious situation involves rounding a mark, especially a leeward mark. When approaching the leeward mark on a run, your boom will be pretty much at a 90 degree angle to your center line. When three boats are more or less parallel to each other, neck and neck, two boom lengths are an exact measure of the two-boat-length circle. It is almost impossible for the third boat out from the mark to pierce the circle until the two inside boats have started to round. A fourth boat, right behind the inner boat, will pierce the circle before the third boat out does, even if it does not have an overlap. Boat 4 can then round right behind Boats 1 and 2, and Boat 3 must allow it room to round because its overlap line will sweep behind Boat 4's bow before it gets to the circle (See Sketch I).

This geometry is not recognized by most Sunfish sailors, and even less so by protest committees, who usually are from some other class. Moreover, the burden of proof that an overlap has been established is on the boat claiming the overlap. So, even though the geometry works, the chances of convincing anyone are, at this writing, slim.

**Situation 2**

Another situation involves the starting line, especially when the starboard (windward) end is favored. The conventional wisdom (originally developed by Paul Elvstrom, four-time Olympic single-handed champion) is to try to be right on the line, holding position by luffing the sail, drifting as slowly as possible to leeward, opening up a hole under the lee bow into which you can accelerate four or five seconds before the start and cross the line with a full head of steam at the gun. However, a boat may find itself too close to the line and bear off, with the sail still luffing, to avoid being over early. Its overlap line sweeps aft, and a boat coming up close-hauled under it will gain an overlap. The close-hauled boat has right of way because it is now to leeward. Because of that long Sunfish boom, the leeward boat may find itself trapped between the windward boat and its boom. The rule requires that the leeward boat give the windward yacht "room and opportunity" to keep clear. In most situations, all the windward yacht has to do is pull in that long boom to allow the leeward yacht through. It doesn't have to start pulling in until the overlap is established, so the timing is tricky... and hard to prove in a protest room. Proving the overlap, and proving that the leeward boat allowed "room and opportunity" for the windward boat to get out of the way, is tough. The geometry is plain (see Sketch II) but the conventional wisdom is against it. And until the geometry is accepted by the class, the windward boat is going to react with outrage, especially since sheeting in and maybe being forced over early is hard to accept by the boat that thinks it is about to pull off a perfect, classic Elvstrom start.

Before you act on these two interpretations of the unique Sunfish geometry, be aware that they are my own interpretations, and, as far as I know, are not generally accepted by the class. Maybe they should be. Anyway, I hope this article starts some discussion.

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Words From the Chief Measurer

Joel Furman

A Look at the 120 Degree Rule: The Angle of Your Rudder Blade Off the Keel Line

ISCA Class Rules 3.3 and 3.3.1, as amended March 1, 1996, require the following:

"3.3 The rudder and rudder head shall only be supplied by the Builder.
3.3.1 Subject to Rule 3.3, nothing herein shall preclude minor adjustments to the rudder by way of sharpening the trailing edge, rounding the leading edge, refinishing or repairing damage provided that the rudder has dimensions in accordance with the measurement diagram.

The measurement diagram to be referred to is on page II-13 of the 1996 Sunfish Class Rules and applies to both the original design and 1971 rudder blades. The angle shown from the bottom of the boat (Center Keel Line) to the forward leading edge of the rudder blade is shown to be at a minimum of an angle of one hundred twenty (120°) degrees. That means no less than 120°.

The question everyone appears to be asking is two fold:

1) "What banana tree do I as a participant have to climb to be able to measure this angle?" and 2) "Does it really matter at what angle the rudder enters the water?"

The answers are:

1) For reference purposes, after adjusting the angles, it is easier to measure the effective angle off of the transom of the boat at 40° on the top (between the transom and forward leading edge of the rudder). An alternative is to visualize an imaginary line straight down from the transom and then visualize a horizontal (90° right angle) to the forward leading edge of the rudder blade, which results in a 50 degree angle at this bottom juncture of the right triangle you just imagined (your rudder edge is your hypotenuse). If your forward edge is above that, you are OK. If not, you are being "unfair to your comrades."

2) What are the advantages? I'm not so sure without consulting our resident engineers. Falling back on my A+ in college physics and 100% on the NYS Geometry Regents, like yourself, a best observation probably would be seen in "heavy air": more blade in the water = more control. Deeper, straighter angle in the water= closer proximity to the transom = less resistance and load on the rudder cheeks, tiller and, finally, on you, the tired aching sailor.

It's not an easy rule to observe. But the stock, builder supplied blades now being delivered are "right on the money," so...if you make any changes to the rudder blade, be on your guard because I'm out there, just like AT&T and MCI.

At the Midwinters in Sarasota, Henry DeWolf clocked the wind speed on Saturday morning at a "steady speed" of 32 mph. Past Class Measurer, Will White, upon his quick return to the beach in his boat, said, "It's the first time I've ever been blown off of the water." Advantages are magnified at times like these.

Three inspected rudders were discovered to have angles radically less than the required 120 degrees. It would appear that either by moving the location of the pivot rider pin or in the alternative, shaving as little as 1/4 to 1/2 inch of wood off of the extreme bottom end of the forward (check) edge of the blade, extreme angles can be achieved. This makes it difficult for me as your measurer to confirm that there still is the minimum of 9 3/8 inches across the blade. The rudder cheek plate is in the way!

Being a top finisher in a one design class would implicate in my mind a higher standard of responsibility to comply with the rules. Not only are they the winners, they set the example for the continued strength of the class.

The NYS Bar Association has an ethical consideration which is really good to follow even in everyday practice. That is, "One should always avoid anything that would suggest the appearance of impropriety."

When a stock item sold by the builder is altered by the sailor, whether it is refinished, shaved, sanded or changed in shape or overall size, it also alters the ability of the class measurer to assume it meets the class rules. It increases the risk (maybe even moments before leaving the beach) that it might not pass a measurement inspection. It also creates an undue hardship for a measurer to approve those changes.

The real result is that by making changes to the stock item, whether it be a repair or for added efficiency, "You have assumed that risk."

Same With The Traveler Rule

The 30-32 inch traveler length is not hard to watch, for you maybe, but it's amazing how many boats are at 27 inches when they're leaving the beach in wind that's "blowing your shorts off." The honor code hasn't worked for the Cadets and it is left on the beach by too many constant repeaters.

Both the rudder angle and the traveler rules bear watching. Let's work together on it. Clean sailing is what we all hope to achieve, so that we can compete with the guy next to us and enjoy the thrill of losing because "he got the gust (or wave) I didn't catch."
Did You Know That...

...the Sunfish was inducted into the 1995 American Sailboat Hall of Fame?

To be considered for the American Sailboat Hall of Fame, a boat must be an American built sailboat introduced at least 15 years ago, that meets the standard set by the board of directors of Sail America when the Hall of Fame was established in 1994, which are:

"A boat that has earned lasting recognition by fostering new enjoyment and growth in the sport of sailing through excellent design and production ingenuity."

Selections for the Hall of Fame in 1995 and 1996 were made by a committee of magazine editors comprised of Bill Schanen, SAILING Magazine, chairman; John Burnham, Sailing World; and Patience Wales, SAIL. Half-models of Hall of Fame boats are displayed each year at Sail Expos in Atlantic City, New Jersey, and St. Petersburg, Florida, and are on permanent display at the Museum of Yachting in Newport, Rhode Island.

The 1995 Inductees were the Sunfish, J/24, Catalina 22, Triton, and Bermuda 40. The 1996 Inductees are the Cal 40, Hobie 16, Morgan Out Island 41, and Windsurfer.

We as Sunfish Class members and sailors can be proud that our boat has received this honor.

Linda Tillman

We Need You

We need you, the backyard, weekend sailor! Feedback is a must in order for the class to be successful. IBM is climbing out of its 7.8 billion dollar losses of 1991-93 by listening to its customers' demands for smaller, less expensive computer systems. Sam Walton built a five and dime into a 55 billion dollar Wal-Mart empire by flying to his stores to listen to his associates.

Most successful and smart achievers learn from their experiences. They listen to others and refuse to take themselves too seriously. They actively seek feedback and know their limits. We, as officers of the Sunfish class, may not be that smart, but we are not afraid to change. One danger is an unwillingness to give in to change. It is important that when a group relies on the expertise of its members, it not be to the exclusion of experience.

Companies make the same mistake. They tend to surround themselves with "smart people" who don't listen until the "too late numbers" are back.

This is your class. We need your help every day. Feedback is essential to working with others effectively, and your opinion is really what makes our class continue to be strong and successful. Write, call, contact or personally suggest to your officers any ideas or opinions that you may have, so that we may better represent you.

Joel M. Furman
ISCA Chief Measurer

Portsmouth Rating for Recreational and Race Rigged Sunfish?

Nov. 16, 1996

Reading a recent article on "One Design" in Sailing World reminded me of an experience during our sailing school last summer. We were using Sunfish boats, some of which were equipped with the standard sail and some with the so-called 'racing sail.' This "Top Gun" class of Junior sailors found that the boats using the racing sail generally came in better than those with the standard sail. I understand that the new owners of the Sunfish decided to arbitrarily change the size of the sail, which makes the older design obsolete.

In doing so, I wonder why they didn't also change the Portsmouth rating of boats using the new sail. This would then keep all Sunfish owners competing on an even basis. I'd be interested in reading some comments on this subject. If there is going to be a "one design" class, then it should be built to the same dimensions.

Robert S. Crist
32 Windhill Dr.
Greensburg, PA 15601

The decision to allow a racing sail was made by the International Sunfish Class in the late 1980's, after research and a trial period of several years. The subject of Portsmouth ratings for recreational and race rigged Sunfish was discussed in an article in the Spring '94 issue of the Windward Leg, p. 11. Does anybody know if these ratings are in practice?

Editor
A New Rudder?

After the Midwinters in Sarasota, I was asked, along with other sailors, to test the rudder that SLI has designed for their entry level, single handed sailboat called the Escape. This rudder is larger in area, heavier, and has less sweep back than the Sunfish rudder.

Evaluating a rudder designed for a different type of boat to see how it affects the sailing properties of the Sunfish is one thing. Evaluating the rudder from a one-design point of view and considering what is best for the Sunfish Class, and those who race Sunfish at all levels, is quite another thing.

I personally value the one-design aspect of the Sunfish. As members of the Sunfish Class Association, we, the class members, should control the design and other aspects of the boat. With the granting of international status by the International Yacht Racing Union in 1984 came the assurance that the Sunfish's integrity as a one design class would remain intact. At that time, the IYRU became the approval authority for any and all rule or design changes in the boat, constitution, and by-laws. This assures the class that only the class members can recommend changes, and specifically prohibits builders or individuals from making changes to the boat and its equipment without the consent of the class.

Normally, the procedure is that the class members consider and vote on any proposed change to the boat or its equipment. If the USSCA members approve the proposed change, it is presented to the ISCA at the next World Council Meeting. If ISCA approves the change, it is then presented, along with the reasons for it, to the IYRU prior to their annual November meeting. If the IYRU approves the change at their meeting, it takes effect on March 1 of the following year. This procedure usually takes 1-2 years.

The purpose of my letter is to place the proposed rudder change into proper perspective. The questions to consider include:

- Is this change necessary to promote racing? Would it promote class growth? Would it increase the value of the boat? What would it cost? Does it improve the performance of the boat? What happens to those who do not choose to purchase the new rudder, if approved? What effect will it have on the grass roots Sunfish sailors and on the Junior Programs which use Sunfish?

Answers to these and other questions will no doubt be forthcoming during and after the evaluation process, and before a decision is made by the members of the Sunfish Class Association.

Dick Tillman, Merritt Island
LTill75358@aol.com

Paul Digs Out Of Snow
For Midwinters

Just thought you might like to see (photo above ) what we Northerners were faced with in order to 'dig out' our boats for the Midwinters in March!

Paul Odegard
Vernon, Connecticut

What a Success!

March 27

Last weekend, I set up a Sunfish clinic at Bay-Waveland, and Ellis Ollinger, Clinton Edwards, Zane Yoder came to help with instruction. We had 14 Sunfish and 23 participants! Earlier in the week, I convinced a dealer to pack up a trailer and come over. From 10 am to 12:30 p.m., all we did was rig the boats, then determine what was needed on them. The dealer sold quite a few small parts. During lunch, we talked about different courses and starting techniques. Then from 2:00 to 5:00 p.m. we went out and sailed. We’re planning to do a few more of these clinics over the next couple of months. It’s an idea others may want to try in their areas.

Bishop Stieffel
Sunfish@datasync.com

Want to Help Form New Fleets?

I am writing to find out if anyone is interested in forming a Sunfish racing club in the Ft. Pierce or Stuart area on the east coast of Florida in the winter. Also to learn of any interest in racing in the northern New York or Burlington, Vermont, area in the summer. There is beautiful water for racing in both of these areas. If interested, please notify me.

Ray Cash
4276 Hwy. 441
Okeechobee, FL 34974
Tel. 941-467-7336 (FL); 518-846-8152(NY)

Join The Sunfish Forum

A group of Sunfish sailors has set up an Internet mailing list (forum) to discuss anything related to sailing and racing Sunfish sailboats. You may post regatta notices, results, ask questions, give advice, etc. Discussion takes place via email. Messages sent to the forum are forwarded to all subscribers. There is no charge for subscribing.

Subscribe by sending email to:
LISTSERVER@CNSIBM.ALBANY.EDU

In the body of the message, state only:
sub SUNFISH yourfirstnameyourlastname
(Sail number is optional following name)
To unsubscribe from the list, send another message to the LISTSERVER address stating: SIGNOFF
To send messages to everyone on the list, send message to:
SUNFISH@CNSIBM.ALBANY.EDU

We all owe a big THANK YOU to Mike Ramundo, who so graciously has provided the link to run this program and set it up free of charge for the Sunfish sailors.

Charlie Clifton
Sail59115@aol.com
From Books to Laylines

Brian Weeks

This issue’s questions came from a sailor just starting to race in the Midwest.

What books can you recommend for sailors just starting out on the Sunfish circuit?

First, if you want some books on Sunfish alone, I recommend *Successful Sunfish Racing*, by Derrick Fries, and *The SUNFISH Book*, by Will White. Both books can be ordered at most any book store. They are also available through many Sunfish dealers.

If you want to read a piece of Sunfish history that is not totally outdated, try to find *Sail it Flat*, by Larry Lewis and Chuck Millican.

As for books that are not directly Sunfish oriented, but apply, I recommend *The Tactics of Small Boat Racing*, by Dr. Stuart Walker, *Sail, Race and Win*, by Eric Twiname, and *Winning in One Designs*, by Dave Peny. By the way, all you authors out there, the sailing world is ready for a good, new book on dinghy racing. All these books that I have mentioned are excellent learning tools. All you youngsters out there: read as much as you can. It pays off!

What’s an easy way to tell which end of the starting line is favored?

The easiest way for a beginner to see the ‘square-ness’ of a starting line is the same method used by most of the top sailors. It’s simple and quick. Sail down the line until you

Why Not By Sea?

Rod Koch and Jeff Linton decided to take their Sunfish to Marsh Harbor a week in advance of the ’95 Worlds, to practice. What better way than to take them onboard Rod’s father’s 35’ sport fisherman?

Rod Koch shows Mark May how his and Jeff Linton’s Sunfish were tied onto Athena for transport from St. Petersburg to Marsh Harbor, Grand Bahamas, site of the ’95 Worlds.

---

**Breaker Sailing Shorts & Longs**

**Technically Designed Sailing Pants**

Unrestrictive, breathable, quick-drying, double-seated. Breaker Shorts and Longs are not only tough as nails but help you and your shipmates move quickly and hike hard all regatta long. Foam protectors, Knee & Fanny Fenders, will take the pain provoked hesitancy out of max-hiking. Waist adjustment straps and deep pockets with non-corroding zippers make this attractive gear functional for hard sailing. Change your clothes this season, shift into high gear, sail flat, fast and focused!

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<thead>
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<th>$65.00</th>
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Sailing on the Great South Bay

Brian Weeks

This year, Sayville Yacht Club, located at Blue Point, New York, will host the Sunfish North Americans, August 17-23. Blue Point is a quaint residential beach community, located on the Great South Bay on Long Island’s south shore. It is about 50 miles from New York City and 20 miles from the Hamptons. Blue Point is on Patchogue Bay, the largest part of the Great South Bay. It is about five miles from the mouth of the Patchogue River to Fire Island, the barrier beach that separates Long Island from the Atlantic Ocean. The bay is shallow, about 15 feet at its deepest. This has a great deal to do with the short and sometimes deep chop. In these conditions, a Sunfish is sailed well with a slight heel, to angle through the waves. The Great South Bay is also famous for eel grass. You may have to clear your board of eel grass. You may have to clear your board from New York City and of course, but at that time of year we come.

The sea breeze on the bay is directly related to the heat, humidity and haze. If the weather is hot with high pressure and clear conditions, you could see a light northerly breeze in the morning that dies and pulls in a heavy southwest sea breeze for the afternoon. A southwest wind is often present at daybreak. If it is very hazy and hot, the haze can hold the sea breeze out. Sometimes you can tell how hard the sea breeze will come in by how much dew is on the grass in the morning.

Another common condition in the summer time, which can linger for days, is what I call a low budget, low pressure system. This happens when the weather stagnates and a low pressure area sits offshore. With this, you can expect cloudy, hazy weather with little or no shower activity and southeast winds in the 8-10 mph range. The south shore of Long Island is usually protected from thunderstorm and squall activity such as we experienced in Charleston a few years ago. On Long Island, the summer thunderstorms usually go up the north shore and down the Long Island Sound.

There is very little current on the racing area off Blue Point. We have about a foot of tide on the bay. This makes for only minor current considerations. Don’t overestimate the tide as a factor in racing here.

We should see a perfect mix of racing conditions for this event. On the shore side, the yacht club has been enlarged and is gorgeous, looking eastward on the bay. The club plans some fabulous parties and meals, as well as entertainment by local bands and DJ’s. There is a pool, 750 feet of sandy beach front, a barbecue pit, game area, camping facilities and a large club area with a bar and dining facilities. Club members are planning to house many of the sailors and there are also nice motel facilities about seven miles from the club.

If you want a surefire good week of sailing for a vacation, and a perfect club for your children and families, Sayville Yacht Club is the place.

See you in August!

COME TO SOUTHOLD THIS SUMMER!

Here's Why

- 21st Annual Peconic Bay Midget/Junior Sunfish Championship
  Sunday, July 21
- 26th Annual World's Longest Sunfish Race Around Shelter Island (26 miles)
  Saturday, July 27
- Master's North American Championship
  Friday, Saturday & Sunday, July 26, 27 & 28

Plus: Beautiful Beach, Friendly People, Sensational Sailing!

Southold Yacht Club is a casual beach club on Long Island's North Fork, about two hours east of New York City. The North Fork is a tourist area and the heart of Long Island's wine country, so make reservations early.

For a list of accommodations, call Joe Sullivan: 516-765-5050
Co-sponsored by ALBERTSON MARINE, Main Road, Southold

Women's North Americans to be Held in Chicago Area

Rich Chapman

The 1996 Women’s NA’s will be held at the Lake Bluff Yacht Club in Lake Bluff, Illinois, from September 6-8. Lake Bluff Yacht Club was founded in 1962 primarily as a Sunfish club with racing on Lake Michigan. For the past 34 years the club has remained very active, with racing every weekend from May through October.

Lake Bluff is a small town situated about 30 miles north of the Chicago loop and about 20 minutes from O'Hare airport. Sailing is off the beach on Lake Michigan. The weather in early September is usually ideal with air temperatures in the upper 70's, water temperatures in the upper 60's and winds around 10-15 mph.

Friday will be an arrival day with practice races in the afternoon and racing will begin on Saturday around 10 am. Housing and loaner/charter boats will be available through club members. For more information contact David Gaspar at (847) 234-3637 or Rich Chapman at (847) 362-6469. We hope to see lots of talented sailors out on Lake Michigan this year for the Women’s NA’s.
NOTICE OF RACE

1996 SUNFISH NORTH AMERICAN CHAMPIONSHIPS
AUGUST 17 through AUGUST 23, 1996
SAYVILLE YACHT CLUB, BLUE POINT, LONG ISLAND, NY, USA

Rules: The Regatta will be governed by the International Yacht Racing Rules; the prescriptions of the United States Sailing Association; the rules of the International Sunfish Class Association; and by the Sailing Instructions.

Eligibility and Entry: Each competitor shall be a 1996 member of USSCA and shall display class number on his/her sail in accordance with USSCA Class Rules. A Junior is defined as a person who does not reach the age of 18 in calendar year 1996. A midget is defined as a person who does not reach the age of 14 in calendar year 1996. Top 5 Junior NA finishers qualify for NA Championship Division.

Schedule of Events: Registration will take place at the SYC Club House on Saturday August 17th from 0900 hours to 1700 hours and on Sunday August 18th from 0900 hours to 1200 hours. Opening ceremonies take place on Sunday August 18th at 1200 hours followed by one practice race and an evening welcome bash dinner with entertainment. The Junior & Midget North American Championship and the North American Qualifying Series will be Monday August 19th and Tuesday August 20th. The Qualifying Series will be three races with no throw-out. In the Junior & Midget Series three races will be attempted each day with 1 throw-out if all 6 races are completed. The Junior & Midget North American awards banquet will be held Tuesday evening. The North American Championship and Founders Series will begin Wednesday August 21st and continue through Friday August 23rd. Eight races are planned for the North American Championship and Founders series with one throw-out race if six or more races are sailed.

Advance Registration: Advanced registration will be taken by mail with a lower fee assessed if post returning the completed entry form below with marked by July 1, 1996. Skippers may advance register for the championships by detachng and sending payment in full by cash or money order made payable to the "Sunfish NA 96". Forward the registration to:
Mr. Gerald Mongrain
372 Bayport Avenue
Bayport, New York 11705

Fees: Refer to fee schedule on Entry form below. Fees for individual shore side events are as follows:
Aug 18: Welcome Dinner - Steak $15
Aug 19: After Race Blast - Beer, Root Beer, "Tons" of Hors' D'oeuvres $ 8
Aug 20: Jr. NA Banquet-Lobster $15
Aug 21: Chicken BBQ $10
Aug 22: SYC Family Nike Dinner Available
Aug 23: Championship Banquet $18
Breakfast: cereal, bagels, juice, coffee $ 3.50/Day
Lunch: Available from SYC Women's Committee or SYC Snack Bar - Not Included

Measurement: Saturday, August 17th and Sunday, August 18th per USSCA requirements.

Sailing Instructions: Sailing Instructions will be available at the registration desk during the registration times noted above.

Regatta Site: Sayville Yacht Club, Blue Point, Long Island, NY. Races will be held on the Great South Bay in the waters adjacent to the Sayville Yacht Club.

Scoring: Scoring will be Low Point in accordance with Appendix B2 of the Racing Rules and as modified herein.

Alternative Penalties: The 720 Degree Turns Penalty, Appendix B1 shall apply.

Prizes: Prizes will be awarded to the first ten finishers in the Championship and Founders Series, the first five finishers in the Junior Championship Series, the first three in the Midget Championship Series. Daily trophies will be awarded as well first Master and first female.

Further Information: For further information contact Paul J. Patin, Regatta Chairman, at (516) 242-4300 (business), (516) 363-9069 (home), or (516) 363-7321 (home FAX).

Accommodations: Limited camping will be allowed on the grounds of the Club. Camp sites will be issued in order of registration. A fee of $30 will be assessed for the week to defray the cost of security and the 24 hour use of the facilities. Limited housing at members homes and will be assigned in the order of registrations received. Motels in the area are Holiday Inn at MacArthur Airport, NY (516) 585-9500 and Best Western, Exit 63 LIE (516) 758-2900.

Guests: Guests may purchase tickets to all functions with advance registration or at the Club on an available basis.

Miscellaneous: Sayville Yacht Club is a private club and as such the purchase of alcoholic beverages at the club will be restricted to members and registered guests who are 21 years of age or over. Positively no alcoholic beverages will be allowed on the club grounds that are purchased elsewhere. Competitors may be dismissed from the competition if found in violation of this rule.

1996 SUNFISH NORTH AMERICAN CHAMPIONSHIP ENTRY FORM

SKIPPER'S NAME: ______________________ PHONE: ______________________

ADDRESS: ______________________ CITY: ______________________

STATE: ___________ ZIP: ___________ YACHT CLUB: ______________

AGE: _______ DATE OF BIRTH: ___________ SAIL NO. _______

ARRIVAL DATE: ___________ NUMBER IN PARTY: _______

ADVANCED REGISTRATION (prior to July 1st)

☐ Sailing & All Functions $165 Sr. ☐ $130 Jr./Mg.
☐ Sailing Only $100 Sr. ☐ $ 60 Jr./Mg.
☐ Guest All Function Package $ 80
☐ Camping @ SYC (if available) $ 25
☐ Request for Housing (if available) No. Persons ______
☐ Non USSA Member Fee $ 10

AFTER JULY 1st

☐ Sailing & All Functions $195 Sr. ☐ $160 Jr./Mg.
☐ Sailing Only $125 Sr. ☐ $ 85 Jr./Mg.
☐ Guest all function package $ 85
☐ Camping @ SYC (if available) $ 30
☐ Request for Housing (if available) No. Persons ______
☐ Non USSA Member Fee $ 12.50
Fleet Captain Status Requested

We need the changes in Fleet Captain status for your home fleet. In January of each year, we send out the regatta questionnaire, requesting the information for the annual regatta schedule. Some are returned and we can’t reach you because we don’t know who you are! We have many fleets, but no contact person for some of them. Please help out where you can. It takes all of us to keep a successful Sunfish Class alive and well. People call or send e-mail to us from various places across the U.S. and want to become involved in racing. We would like to be able to put them in touch with the nearest fleet. Thank you for your help.

Internet, Internet

Yes, the Class Office is on the Internet. We are SunFishOffice@aol.com.

We thought you might like to know what our current plans are for using the Internet. We have a new Sunfish Web page (URL http://www.datasync.com/~sunfish/welcome.htm) developed by Bishop Stieffel, who will maintain it from Bay St. Louis, MS. The SLI and IYRU Sunfish Class Web pages, which are out of date, will point to our Sunfish Class Website. Occasionally we will update the article on our Web page, which will be from some past issue of the Windward Leg, i.e., the Worlds coverage, a Racing Tip, The Workbench, etc. If you get the opportunity, stop by and take a look at the Sunfish Page.

Our use of the Internet will be mainly centered around gaining new members. We will also use email to communicate with our international NSCA’s and to answer inquiries from anyone on the internet, hopefully new members.

You may have noticed that we requested your Internet address on the 1996 dues statement. We are using your responses to determine how many USSCA members have access to the Internet. At the present time, the response indicates that about 30% of our members already have access to the Internet.

If you have any suggestions or questions regarding our use of the Internet, please contact us at the class office.

Peg and Terry Beadle

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.

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:

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
CONSISTENCY ON THE RACE COURSE by Scott Kyle, Vol. III, No. 6
CONVERTING TO AN INVERTED TRAILER by Malcolm Dickinson; SOLUTIONS FOR RUDDER PROBLEMS by Larry Cochran; WINDSHIFTS by Kirk Beadle; Vol. III, No. 7
STARTING TECHNIQUES by Kirk Beadle, Vol. III, No. 8
MAKING THE STOCK BOARD INTO A SPEED BOARD by Brian Weeks, Vol. III, No. 9 (wood board)
FURTHER THOUGHTS ON RACING SAILS by P.J. Patin, 1992 World Champion; REPAIRING GELCOAT DAMAGE by Larry Cochran; Vol. III, No. 12
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
WHAT TO EXPECT AT MEASUREMENT TIME by Brian Weeks; Vol. IV, No. 6
OPTIMIZING YOUR BOAT TO YOUR WEIGHT by Brian Weeks; Vol. IV, No. 7
REMOVING THE MYSTERY FROM GELCOAT REPAIR by Brian Weeks; BOATHANDLING FUNDAMENTALS by James Liebl; Vol. IV, No. 8

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) • 21st Worlds (Curacao)
• 3rd World Championship (Bermuda) • 1989 Masters Regatta (Florida)
• 18th Worlds (Aruba) • Sail to Freedom
• 19th Worlds (Nassau) • Sunfish Promo
• 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

FabriCraft

N. Syracuse, NY 315-458-3991
New Windward Leg Editor To Take Over Mouse

Once again, so many of you have come through with excellent articles and photos for this issue; thank you! On the heels of the two March regattas, it is always a crunch to get the spring issue, with the regatta calendar insert, out to you in time for you to make your regatta plans for the year... hopefully we have met your expectations.

It has been a privilege to be your Windward Leg editor for the past three years. Being involved with the wonderful Sunfish people has been a very positive experience, and I will miss hearing from you - writers, sailors, and advertisers, alike. It is time to hand over the pen or computer mouse, whatever, and get on with other activities, though you will continue to see me and Dick at Sunfish events whenever possible. We really enjoy the Sunfish and the people who sail them, and (like an old pair of shoes) you have not seen the last of us! My sincere thanks to all of you who have helped me throughout my tenure as editor by submitting great articles and photos for the content of this newsletter. The officers and regular contributors are wonderful to work with and I hand over this position with the utmost confidence that things will continue in a positive direction for the class and the newsletter.

And now, may I introduce the new editor, Vicki Palmer. Vicki hails from Austin, Texas, and should be familiar to many of you, not only as a Sunfish and J-22 racer, but also as a Windward Leg contributor over the past several years. She brings many years of sailing publication experience with her and looks forward to the opportunity of working with, in her words, "...the nicest folks anywhere!"

I know you will be supportive of Vicki in her new role. Continue to send articles for the Leg o/c the class office, or directly to her (see organization chart above) with a copy to the class office in the case of Regional events, for establishing Worlds qualifiers.

The copy deadline for the summer issue is June 15, no later than July 1.

Good sailing to all of you,

Linda Tillman
1996 USSCA Nominating Committee Report

Tom L. Katterheinrich
Nominating Committee Chairman

The positions to be filled and the nominees to be voted on at the 1996 United States Sunfish Class Association meeting are as follows:

- USSCA President: Brian Weeks
- USSCA Treasurer: Mike Scriver
- USSCA Secretary: Betsy Schmidt
- Regional Representatives:
  - Florida Peninsula: Cindy Clifton
  - Southeast: John Anderson
  - Mid-Atlantic: Sue Swank
  - New England: Peter Beckwith
  - New York: Joel Furman

The above candidates, if elected, have consented to serve USSCA for a two year term. Anyone who is interested in serving as an USSCA officer or committee head is asked to contact Tom Katterheinrich. Nominations will also be taken from the floor at the 1996 USSCA meeting, which will be held during the North American Championship to be held at Sayville, New York, August 17-23.

SLI Proposes New Rudder

Larry Cochran
ISCA Advisory Committee Chairman

Sunfish Laser Incorporated has designed a rudder for their new, entry level dinghy, the Escape. SLI plans to use this rudder on the Zuma sailboat and proposes to use it for: Sunfish also, in order to standardize the rudder for the three boats.

This new rudder design has been derived from Santiago Lange’s experience with World Championship Optimists and Snipes. It is larger, deeper and has less sweep back than the Sunfish rudder. It also uses a foil section. These features should provide improved performance, such as reduced helm, improved control and response, for the Sunfish. The material and construction are the same as for the Sunfish daggerboard. The current Sunfish rudder check would be used.

In 1992, when the new daggerboard was approved, a survey of the class showed that many members also wanted the rudder to be redesigned to improve performance. Because of this prior interest, it is appropriate to consider the Escape rudder, which is the only improved performance rudder SLI is willing to make for the Sunfish. SLI will not make the present rudder in plastic.

We now have the opportunity to test the production Escape rudder (rather than wooden prototypes) for durability as well as performance. Therefore it is prudent to delay a survey of the class members (mentioned in the last Windward Leg) until the Escape rudder has been thoroughly tested on the Sunfish. Those doing the testing will be provided with specific test procedures for consistency in evaluating the rudder design. Results of testing and various opinions will be published. The rudder will not be changed without a survey of the class members.

Update your Fleet Charter

To renew your fleet status or to charter a new fleet, please mail the form below to USSCA, P.O. Box 300128, Drayton Plains, MI 48330-0128. NO CHARGE! A minimum of five current USSCA members are required to form a recognized fleet.

Sunfish Fleet Charter Form

<table>
<thead>
<tr>
<th>Fleet Name</th>
<th>USSCA paid members’ names (5 minimum, including fleet captain)</th>
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<td>Location</td>
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<td>Captain</td>
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<td>Mail to USSCA, P.O. Box 300128, Drayton Plains, MI 48330-0128</td>
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Please list additional fleet members on a separate piece of paper.

The IYRU ‘X Rules’

In 1994 and 1995, the International Yacht Racing Union began a process designed to produce simpler racing rules by 1997. Earlier versions of the Experimental Right-of-Way Rules and Definitions have been used by clubs, fleets and classes around the world. For 1996 the Experimental Rules have been revised to reflect suggestions from these users as well as from several rules experts.

The IYRU requests that these Experimental Rules be tested and discussed worldwide, at all levels of competition, over the full range of boat types, and in a wide variety of conditions. They also ask for evaluations of the rules and suggested improvements.

Please send your ideas to US SAILING, Racing Rules Committee, P.O. Box 1260, Portsmouth, RI 02871. If possible send suggestions by June 1, and in no case later than October 1.

During 1996, the IYRU Racing Rules Committee will refine these right of way rules based on comments from those who test them and from anyone who studies the rules and submits suggestions. In November, 1996, the IYRU will vote on including the revised revisions of these rules as the right-of-way rules in the 1997-2000 edition of the International Yacht Racing Rules.

Officials should be aware that the IYRU has changed racing rule 3.1(b) to allow use of the experimental rules. Accordingly, both the Notice of Race and the Sailing Instructions should state that: "For this [series] [regatta] [race] the 1996 IYRU Experimental Right of Way Rules and Definitions replace Part IV and the relevant definitions of Part 1 in the International Yacht Racing Rules.” Also a copy of the Experimental Rules should be provided with the Notice of Race.

A pamphlet containing these experimental rules (X Rules) and some explanatory material is available at no charge from Harken. Write for your copy now, to:

Harken
1251 N.W. Wisconsin Ave.
Pewaukee, WI 53072

Please patronize our advertisers!!
And tell them you saw their ad in the Windward Leg!
A Great Season Ahead

Brian Weeks

This is my fourth year as USSCA President. I must say that it has been educational and interesting to serve the class. There have been some things that I have promised which I haven’t been able to achieve, but overall, the class is doing very well. Participation is up, membership is up and our regatta location strategies have made turnouts a great success on the national level. Our class yearbook is still on the way, a year late in coming. It took a long time to gather all the information but this will be a one time task, only requiring updates. I apologize to all the patient advertisers.

New season

This summer my name has been submitted once again to run for USSCA President. I would be glad to serve the class for another two years. Eventually I might like to try my hand at International President. I turned down the offer two years ago, wanting to continue some of the things I was working on as U.S. President. Even though my name will be submitted at this year's NA's, along with many others, do not feel that you should not get involved. We need new blood and new officers. Several positions are opening up and, even if you feel you would like to become a major officer, don’t hesitate to volunteer. I started out as a Regional Representative when New York was a brand new region. I increased regatta participation by almost 200 percent on Long Island and upstate New York. I then stepped in as National Regatta Chairman, where I was able to streamline our organization's regatta formats. I wrote the manuals that are currently distributed to clubs hosting major events. These manuals will be updated this year. In 1992 I was elected President.

It has been exciting, but it does not seem like work to me. I love sailing the Sunfish, meeting new friends, writing articles and helping the class. My wife loves being involved and knowing so many people and their families. It also is wonderful to travel all summer to the different events we attend. I regret we have never attended the Midwinters, but that is always the beginning of our busiest time of year at the boat yard.

The 1996 season should be excellent. We have some great regional events planned and I think we may see record turnouts at both the North Americans and the World Championship. I have been working closely with Sayville Yacht Club in their planning for the NA's. The folks down at Santo Domingo, Dominican Republic, have been preparing for the World Championship for three years and want to run one of the best events ever.

Junior Board of Directors

At this year’s NA’s, we will be instituting the first-ever, Junior Board of Directors for the U.S. Sunfish Class. On Monday night of that week I will help the juniors with a meeting to elect a president, vice president and secretary. We will discuss junior events, junior input to the class, the Windward Leg, and other topics. The elected Junior President will then sit in on the Tuesday night Board of Directors’ meeting and have input there. Wednesday night, of course, will be the USSCA annual class meeting. We want the juniors to get more involved with the class, travel more with their families and have input to the class leadership.

As you can see, this season promises to shape up great. I’ll see you all out racing this spring and summer and at the North Americans in Sayville.

Your Sunfish Deserves A TRAILEX Trailer

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VICE PRESIDENT
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David Frith (Bermuda)
Dr. Richard Lament (Canada)
Dr. Richard Lament (Canada)
Eduardo Cordero (Colombia)
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BRIEF REVIEWS

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Windward Leg Spring 1996
Greetings to All Sunfish Sailors

Jean Bergman, ISCA President

Don and I have been doing a lot of cross country skiing this winter, but very little sailing except for the March regattas in Florida. A few weeks before we headed south, we got into the swing of it by traveling to Lansing, Michigan, at the invitation of our friends, Kent and Freya Davis, who wanted us to come to their midwinter meeting and speak on what is going on with the Sunfish Class. Fleet 264, at Crystal Lake, used to be an active racing fleet, but hadn’t done anything for a number of years. We were excited to hear that there were people who wanted to get it going again. There are people who still have Sunfish sitting under their decks or in garages. Some have kids in Sunfish and just think it looks like fun. Whatever, there are a lot of them out there. Don and I told them what was new in the class, about how much fun we’ve had in the Sunfish, and what to look for in a used Sunfish. Hopefully, Fleet 264 will again be racing this summer. Thanks to Steve Last and Bonnie Walthorn for working to get Sunfish going again at Crystal Lake.

To keep the class healthy, we need all of you to do the same. There are a lot of potential Sunfish fleets out there. If you know of a group that is struggling or needs some pep to stay alive, you might offer to come and run a clinic or have a team race, or anything else you can think of that would be fun and stimulate interest.

Great News! I have heard from Jaime Pucell in Ponce, Puerto Rico and they want to reactive their fleet. He also says many people there would be interested in running a World Championship, down the line. They hosted the Worlds in 1978. We are happy to have them back with us.

We need people to volunteer to share their knowledge and enthusiasm. There are many places where we can use help. For instance, Bishop Stieffel, Charlie Clifton, Terry Beadle, Eric Erickson, and a few others are setting up an online site which will get bigger and better as more people become interested and join in. Paul Odegard has offered to come up with a set of team racing rules and scoring procedures. A team race day has been added to the Midwinter’s format, and we would like to make it an annual, national event.

Ernie Kervel is going to write a booklet to help clubs who are hosting World Championships. Andres Santana is also going to write up his notes from organizing the ’96 Worlds. If you can think of anything to make this class better, do not hesitate to volunteer. If you are interested in serving the class as an officer or committee head, just contact me or Brian Weeks, or any other officer. The more people who get involved, the better the class will be.

Andres Santana is putting the finishing touches on an all-inclusive package for the entries to the 1996 World Championship in the Dominican Republic, October 12-19. In March, Ernie Kervel (Aruba) and Alex Roose (Curagao) attended the Hispaniola Cup, which was sailed at the same site to be used for the ‘96 Worlds. They reported it is a beautiful place to sail. Andres and Hector Duval brought a video to the ‘95 Worlds to give us all an idea of the area and the great sightseeing, dancing and fun to expect. Thanks in advance for a lot of hard work!

All clubs, worldwide, are asked to send in articles, results, photos and interesting blurbs for the Windward Leg. It’s your magazine and we want to hear from everyone.

Good sailing to you all!

---

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Windward Leg Spring 1996
ADVISORY COUNCIL MEETING
INT'L SUNFISH CLASS ASSOCIATION
NOVEMBER 13, 1995
GREAT ABACO BEACH RESORT
ABACO, BAHAMAS

ISCA Advisory Council members present: Rod Koch for Larry Cochran (USA), A. David Frith (Bermuda), Rene Brandt for Frans Versteeg (Curacao), Greta Dekker-Bruning for Ernst Kervel, Sr. (Aruba), Jan Walig (Holland), Malcolm Smith (Worth Champion), Lee Parks (IYRU Representative), Terry Beadle (ISCA Secretary) attended as a non-participating member.

I. The meeting was called to order at 8:01 p.m. by Acting Chairman Rod Koch. Roll call was taken and it was determined that a quorum was present. Introductions followed.

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

III. Rules
A. Acting Chairman Koch detailed IYRU’s concerns that Rules 4.1, 4.2, 6 and 7 should not be in the Class Measurement Rules. A lengthy discussion followed. A motion was made and passed to have these rules incorporated into the Year Book in a section separate from the Class Measurement Rules.

B. A motion was made and passed to have the rule changes made last year and any rule changes passed at the 1995 World Council Meeting go into effect on March 1, 1996 or the publishing of the Year Book, whichever comes first.

C. A motion was made and passed that the Class Measurement Rules not change more often than once every other year beginning March 1, 1996, except for the rudder/tiller assembly.

D. A motion was made and passed to return Rule 4.3 to what it was just prior to the 1992 World Council Meeting. NSCA’s may modify this rule. Rule 4.3 now reads, “One hull shall be used in a regatta or series unless approval of the race committee is obtained.”

IV. SLI Report - Acting Chairman Rod Koch described the following SLI improvements:

A. New boom blocks that will accept a larger diameter mainsheet. The stem block swivels.
B. Fixed length wire bridle without loop.
C. Plastic rudder cheeks strengthened.
D. Rudders now meet the 120 degree angle between the leading edge and the bottom of the hull as allowed by the rules.
E. Improved pivot pin (pintle) to prevent bending/breaking.

V. New Business
A. A motion was made and passed to have Larry Cochran, Dan Feldman, SLI Representative and Charlie Clifton prepare a rudder survey to be distributed to all Class members in the Spring ‘96 issue of the Windward Leg. In the event Charlie Clifton cannot participate, another Class member sharing Charlie’s views would be selected.
B. A motion was made and passed to ban the use of weight jackets and to follow IYRU’s rules concerning weight of clothing.
C. The hull weight report by Dick Tillman was discussed and will be taken under advisement. This report will be distributed to all Advisory Council members.

VI. The meeting was adjourned at 10:33 p.m.

Respectfully submitted,
Terry A. Beadle, ISCA Secretary

ISCA WORLD COUNCIL MEETING
NOVEMBER 16, 1995
GREAT ABACO BEACH RESORT
ABACO, BAHAMAS

World Council members present: Jean Bergman (President), Andres Santana (Vice President), Terry Beadle (Secretary), Rod Koch for Larry Cochran (Advisory Council Representative), David Frith (Advisory Council Representative) and for James Stewart (Bermuda), Brian Weeks (USA), Hector Duval (Dominican Republic), Eduardo Cordero (Venezuela), Joel Furman (Chief Measurer), Lee Parks (IYRU Representative), Eric Erickson (Membership Chairman), Richard Lament (Canada), Victor Patterson (Bahamas), Steve Baker for Peter Johnstone (SLI Representative), Greta Dekker-Bruning (Holland) and for Ernst Kervel, Sr. (Aruba), Maria Pia de Bustos for Luis Eduardo Baron (Colombia), Rene Brandt for Alex Rooste (Curacao).

I. The meeting was called to order at 6:18 p.m. by President Jean Bergman. Roll call was taken and it was determined that a quorum was present. Each NSCA with at least 20 members was entitled to one vote. Additionally, the USA with 1534 members was entitled to an additional 3 votes, making their total 4 votes.

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

III. Officers’ Reports
A. President - Jean Bergman
This has been a very good year for the Sunfish and I am excited to see all the World’s participants. We had a meeting with Peter Johnstone last May at the factory that was very positive. Peter ran a very good meeting that was directed toward what we could do to build the Class. We evaluated the Class as it stands at present, all the positives, all the negatives and what the various groups can do to build the Class. We are working hard to make the Windward Leg as representative of all the countries’ sailors as possible. However, it is the single most expensive thing that the Class does. A new rudder is being thought about. The Dominican Republic is hosting the 1996 Worlds and we are very excited about that. There are two bids for our 1997 Worlds: Colombia and Sayville, New York. I would like all countries to send their condolences to Tommy Barnes’ family.

B. Vice President - Andres Santana
The Dominican Republic’s efforts have been very successful in generating Sunfish sailors. There are no secret recipes. We have been teaching members how to sail Sunfish. We started about three years ago. We have already sold sixty boats and expect to sell all the World’s boats. We are also trying to break the record for the most boats in a Sunfish Worlds. The current record is 108 boats. Our government is supporting us in the creation of a Caribbean School for Sunfish Sailing by purchasing ten boats. Andres also mentioned that they are trying to have the...
Sunfish included in the Central American Games in 1999. Puerto Rico has been absent for some time, but Andres is pushing them to participate in the '96 Worlds.

C. Treasurer's Report - Brian Weeks read the Treasurer's report and some letters prepared by Mike Scriber. Some discussion took place concerning the $700 in charter fees outstanding from the Bermuda Yachting Association. Some discussion took place concerning our investment in a CD (Certificate of Deposit).

ISCAS TRAVERSEES REPORT
JAN 1, 1994 TO DEC. 31, 1994

Balance on hand Jan. 1, 1994 $56,572.03

Revenue:
Dues 7,185.00
SLI Support 4,830.00
Total Revenue 12,015.00

Expenses:
Advisory Council 844.68
Bank Charges 86.00
Office Expenses 5,301.79
Meetings & Travel 57.52
SLI Annual Meeting 1051.79
Mail Numbers 1087.40
Worlds Expense 0.00
Sponsor Fee - Advisory World 5,000.00
Council Dinners 1,406.90
Trophy 129.41
Total Expenses 12,015.00

Balance on Hand Dec. 31, 1994 $53,621.54

ISCAS TREASUREES REPORT
JAN. 1, 1995- OCTOBER 31, 1995

Balance on Hand Jan. 1, 1995 $53,621.54

Revenue:
Dues 7,635.00
SLI Support 3,385.00
'94 Worlds Charter fees 3,385.00
not forwarded by host club, withheld from SLI support 700.00
Total Revenue 10,320.00

Expenses:
Bank Charges 80.00
Advisory Council 87.79
Editor's Fees, W. Leg 985.20
Office Duties 5,446.25
Office Duties 369.86
Printing
Ofc. Stationary 495.00
Windward Leg 1887.36
Postage 948.16
Telephone 524.91
World Expense 1000.00
Sponsor Fee 0.00
Trophies 124.72
Total Expenses 11,950.25

Balance on Hand October 31, 1995 $51,991.29

Checking Account 11,991.29
Certificate of Deposit 40,000.00
Total 51,991.29

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

IV. Committee Reports
A. Advisory Council - Acting Chairman Rod Koch presented the Advisory Council report. All of the motions passed in the Advisory Council meeting were accepted by the World Council. Acting Chairman Koch described the SLI improvements to the boat (see Advisory Council Minutes). He also mentioned the hull weight report by Dick Tillman and that it will be taken under advisement by the Advisory Council.

B. Membership Committee - Chairperson Erickson reported that 1995 was a good year. Non-U.S. membership went from 258 to 423 members, largely a result of our meeting last year, plus the Dominican Republic increased their membership from 64 to 114 members. Many other countries also showed significant membership increases this year. Total 1995 ISCA membership is 1,953. A motion was passed to accept the Membership Report of foreign National Sunfish Class Associations for 1995 compared with 1994 and 1993 as follows:

<table>
<thead>
<tr>
<th>Country</th>
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<th>11/6/94</th>
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<td>Canada</td>
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<tr>
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<td>Peru</td>
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<td>15</td>
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<tr>
<td>St. Maarten</td>
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<tr>
<td>Venezuela</td>
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<tr>
<td>Virgin Island, U.S.</td>
<td>5</td>
<td>6</td>
<td>423</td>
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</tbody>
</table>

Total non-U.S. 216 258 423

C. Minimum Hull Weight - Advisory Council discussed this item and the results will be taken under advisement. Some discussion took place concerning our investment in a CD (Certificate of Deposit).

D. IYRU Internet - This item was discussed and it was decided that Secretary Beadle will investigate this item and prepare a proposal for the World Council addressing the issues of costs and capabilities. Secretary Beadle will work with Lee Parks, Charlie Clifton and Bishop Stieffel.

E. The motion was made to have all negotiable instruments issued by ISCA require two signatures and the two signatures can come from any of the four officers (President, Vice President, Treasurer, Secretary). Motion passed.

F. President Bergman read Harry League's proposal to set up an endowment fund for ISCA. Some discussion ensued. The Council felt that it is not ready to undertake this proposal. President Bergman will notify Harry League of the Council's decision.

VIII. World Championships
A. Deposits - A motion was made to set the World's deposit at $250 and make it non-refundable. Deposits paid by non-attending members will go to the ISCA treasury. Any deposits not used by competitors revert back to the ISCA treasury. A discussion ensued. The purpose of this motion is to eliminate all of the last minute cancellations. Motion passed.

B. World's bids - President Bergman discussed the 1997 World's bids. The Colombian site will be Cartagena. Andres Santana and Hector Duval will visit the site and report their findings to President Bergman. P.J. Patin and Joel Furman discussed the Sayville, NY bid. President Bergman said the Colombian site will continue to be considered for 1997, and Sayville will be considered for 1998. Sayville would prefer to host the 1997 World's.

C. Class Notice - A motion was made to amend the Class Notice, changing the top paragraph by deleting "except the host country, which is allowed fifteen (15)" from the last sentence, and adding the following sentence, "The host country is allowed to send five (5) additional sailors." Motion passed.

D. Adjournment
The meeting adjourned at 11:38 p.m. Respectfully submitted, Terry A. Beadle, ISCA Secretary
Amendments to ISCA Class Rules, Effective March 1, 1996

At the Advisory Council Meeting in November, 1995, it was voted that amendments to the ISCA Class Rules, which were approved by ISCA in 1994 and 1995, shall be effective March 1, 1996. The complete Class Rules will be published for the class in the Yearbook, which is due soon. In the meantime, the significant amendments shown below will apply. The changes are underlined. All amendments have been approved by the IYRU.

3.1.8 Sanding and smoothing of the daggerboard trunk is permitted. Anti chafe material may be added in the daggerboard trunk solely to protect the construction and finish of the daggerboard. 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. Material shall not protrude above the deck or below the hull. Gaskets or flaps are prohibited. No changes or additions may be made that create a jibing board.

3.1.11 Clips, ties or bags may be used on the deck, in the cockpit, inside the hull, or around the mast to stow or secure personal equipment.

3.2.5 No modification shall be allowed to the 1993 daggerboard shown on page II-15. Refinishing and/or repairing are allowed provided that the dimensions are in accordance with the measurement diagram on Page II-15 and with any gauges the Class may use to define the original size and shape. Covering this daggerboard with fiberglass and/or resin is prohibited. (3.2.5 replaces the old 3.2.6. The council was concerned that these coatings would change size and stiffness.)

3.3.2 The rudder may be reinforced with metal rods, screws or bolts to prevent splitting. Holes in the rudder and the rudder head may be strengthened with bushings. Bolts and nuts may be changed. Washers may be added. Plastic pads may be added to the rudder head to reduce play.

3.4 Tiller. The tiller shall be supplied only 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 bridle. The added material should be primarily for anti chafing rather than for stiffening.

3.4.3 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.

3.5.3 The location of the boom blocks may be changed. (3.5.3 replaces the old 3.5.2)

3.5.5 The boom block eye straps may be replaced with any type of straps.

3.5.6 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 adjustable outhaul/inhaul is allowed for each spar. Lines may not be led internally in the spars. Any number of purchases may be used. These adjustable outhauls may be led through flexible fairleads, attached to the spars without hardware. (3.5.6 replaces the old 3.5.5. The essence of the old 3.5.5 is not changed, but routing of lines is now unspecified. Allowing fairleads is new.)

3.5.7 Tape, plastic or similar material may be used in the following locations:

1. To fill the gap between the mast and the mast step.
2. On the upper spar to keep the halyard from slipping.
3. On the boom in the area where the gooseneck is attached.
4. On the gooseneck or mast to prevent chafing between these parts.

3.6.5 The National Sunfish Class Authority shall assign to each member of the Class a unique sail number which shall be displayed on both sides of the sail. (This rule shall be strictly enforced at all World Championship qualifying regattas beginning with the new sails 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.) The rest of 3.6.5 is unchanged.

3.7.2 The halyard may be any length and diameter. The running end of the halyard may be used as a boom vang and/or to pull the boom out in light air. A purchase may be used to draw the halyard tight, provided the sail can be readily lowered in an emergency.

4.1 One hull shall be used in a regatta or series unless approval of the race committee is obtained. (This means that other equipment may be changed. Rule 4.1 replaces the old 4.3.)

4.4 (This rule is eliminated. Therefore IYRR 61.1 shall apply: "...a competitor shall not wear or carry clothing or equipment for the purpose of increasing his weight.""

4.6 (This rule is eliminated. Therefore IYRR 68.3 shall apply regarding the use of protest flags.)
Inland Lakes Regional at Big Cormorant Lake
Mark Kiefer

The 1995 Inland Lakes Regional Championship was hosted by Cormorant Lake Sailing Club, at Big Cormorant Lake, Minnesota, August 19-20.

Late August sailing on the High Plains is usually dominated by a large high pressure system covering three or four time zones, and the race courses are dominated by the light air sailors who can smell those small shifts and puffs coming down the course. The 1995 Inland Area Sunfish regional proved to be the light air challenge the calendar had predicted, with the five races on Saturday sailed in less than 10 knots and usually less than five. The only encouraging time for us fat boys was prior to the start of the Sunday morning race, in a strong breeze that died well before the blue flag ever dropped.

Louis Hunt pretty much cleaned up by making precious few mistakes on the course and demonstrating his light air stuff. The front of the fleet was dominated by the Blanche Lake Sunfish Fleet, with Bud Narveson chasing Louis in points and winning three races. Joe Richardson raced stronger than his score showed. He got burned when the breeze was up Sunday morning; assuming there would be too much air, he stayed on the beach and had to eat a couple of DNS’s. The top Junior was A. J. Kiefer; top Midget was Dustin Hartwig; both sailed an outstanding series.

Cormorant entertainment and food committees did an outstanding job, with a fine soiree on Saturday night and ample lunches on both days. Special thanks to the Starbuck, MN Boy Scouts, who loaned a six pack of Sunnies to the event for fleet development.

The fleet lines up for the start of the first race on Saturday, at the 1995 Inland Lakes Regional held August 19-20, at Big Cormorant Lake, Minnesota.

### Top 10 of 23

<table>
<thead>
<tr>
<th>Place</th>
<th>Name</th>
<th>Points</th>
</tr>
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<td>2</td>
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<td>3</td>
<td>Mark Kiefer</td>
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<td>4</td>
<td>Jeff Solum*</td>
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<td>5</td>
<td>Joe Richardson</td>
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<td>6</td>
<td>A.J. Kiefer</td>
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<td>7</td>
<td>Dustin Hartwig*</td>
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<tr>
<td>11</td>
<td>Bill Wilson</td>
<td>18-12-17-10-12-16-11</td>
</tr>
</tbody>
</table>

* Non member at the time of regatta.

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Windward Leg Spring 1996
Oberg Wins Annual CRYC Fall Regatta

Colleen Bidus

Cooper River Yacht Club and Sunfish Fleet 158, in Collingswood, NJ, hosted 19 entries at the annual Fall Sunfish Regatta held September 30, 1995. There was plenty of Rock 'n Roll, as a local radio station held a concert on the north shore. The wind started light and went to excruciating as the day went on.

The superb Race Committee got off five races, however, even with a break for a picnic lunch. Andy Oberg, a CRYC Laser sailor, won the regatta and the First Junior trophy, using a borrowed boat and rig. Susan Swenk, of Marsh Creek Sailing Club, in second overall, won the Master's trophy. Colleen Bidus was the first Senior, and Kurt and Steve Guenther took the Midget award.

It was a fun day despite the challenging conditions, and we were especially glad to see friends from as far away as Long Island and the Jersey shore.

REGATTA REPORTS

ANNUAL FALL REGATTA
COOPER RIVER YACHT CLUB
COLLINGSWOOD, NJ
SEPTEMBER 30, 1995

1 84919X Andy Oberg 1-2-1-1-4 8.25
2 72016 Susan Swenk 4-1-5-2-2 13.75
3 85157 Judy Oberg 5-4-2-6-8 25
4 84919 Colleen Bidus 2-11-6-4-6 29
5 84918 Kathy MacCasland 3-7-4-11 33
6 21681 Joe Sullivan 7-3-7-7-9 33
7 60903 Sean Sullivan 8-13-9-5-1 35.75
8 83640 George Lappin 11-12-10-3-3 39
9 77554 Kurt & Steve Guenther 13-6-3-13-5 40
10 82712 Rosemary McMullen 15-10-8-9-14 56
11 43668 Charles Alexy 6-16-11-12-15 60
12 81498 Tony Colarelli 9-8-6-11-12 60
13 30279 Bill D'Autrechy 16-15-14-10-7 62
14 76707 Douglas Howlett 14-9-15-16-13 67
15 38591 Richard Babcock 12-14-17-15-10 68
16 77557 Bill Danforth 10-5-6-4-6d 75
17 83329 Don Hagen 18-18-12-14-16 78
18 17 Frank Weed 19-17-13-18-17 84
19 1 Connie Moox 17-19-16-17-18 87

Bishop Stieffel (43681) heads downwind as Hank Saurage rounds close behind in Race 2 of the Mardi Gras Regatta held in New Orleans in February.

22 Compete in Mardi Gras Regatta

Twenty two Sunfish sailors enjoyed spring-like temperatures in the 80's and 2-10 knot south and east breezes for the third regatta of the 1995-'96 Mid-Gulf Sailing Sunfish Circuit, hosted by New Orleans Yacht Club, February 24-25, 1996. Hank Saurage took Race 1 convincingly over Bruce Lindheim, both from Ponchartrain Yacht Club. Jerry Blouin got it going in the second race, getting the gun, with Saurage and Trin Ollinger close behind. Saurage's second in Race 2 gave him an impressive 5.25 point lead over the rest of the fleet, but the competition wouldn't concede.

The surprise contender would become very visible in Race 3. Gilly Chamberlain, of BWYC, sailing in his first regatta on the circuit, pushed Peter Sladovich and Jerry Blouin throughout the race, waiting for a chance to slip into the lead. Staying within striking distance, he found a nice puff on the last leg to put him over the top.

At the close of Saturday's racing, Bishop Stieffel's consistent low scores and a first in Race 4 put him in the lead only three points ahead of Hank Saurage and Tommy Harris. Trin Ollinger and Jerry Blouin rounded out the top five.

Sunday's conditions were almost identical to Saturday's, but a mere five minute lapse in communications may have been the cause for race 5 to be shortened to a one round, windward leeward. This was a relief to leaders Stieffel and Ollinger, who, with the fleet cutting their lead in half on the second leg, realized there just wasn't enough runway for them to be caught before the finish.

With two bullets going into Race 6, Stieffel was buried at the start, giving Harris the opportunity to close the lead. Rounding the first mark in third, Harris took the lead, only three points ahead of Meric and Saurage halway up the first leg of the Olympic course. He increased his lead on each leg, parallel covering Meric, who had his hands full protecting his second. Stieffel won the duel with Harris, while Saurage held on to finish third overall. Trin Ollinger's 11th in Race 7 was her only finish out of the top ten, placing her fifth overall, right behind Chamberlain.

MARDI GRAS REGATTA
NEW ORLEANS YACHT CLUB
FEBRUARY 24-25, 1996

1 Bishop Stieffel 3-6-4-1-1-10-1 15.25
2 Tommy Harris 4-4-7-2-10-1-5 22.75
3 Hank Saurage 1-2-8-6-8-5-4 25.75
4 Gilly Chamberlain 13-9-1-5-3-2-9 28.75
5 Trin Ollinger 9-3-5-4-2-7-12 30
6 Todd Edwards 8-5-9-8-5-3-7 36
7 Jerry Blouin 11-1-3-10-15-4-8 36.75
8 Tommy Meric 5-7-10-13-6-16-2 43
9 Ash Beaty 10-6-9-3-6-10 44
10 Peter Sladovich 15-12-2-11-7-13 48
11 Pam Briere 7-16-11-12-16-8-6 60
12 Bruce Lindheim 2-14-16-14-9-19-4 64
13 Peter Kahl 22-8-15-9-4-14-15 65
14 Ellis Ollinger 12-17-12-7-14-12 70
15 Melanie Warren 10-13-14-16-8-11-11 83
16 John Potts 14-11-17-15-17-15-7 89
17 Nat Allured 17-18-18-13-18-16 100
18 Gilbert McLachlin 6-15-13-23-23-23 103
19 John Tete 16-19-20-17-15-21-21 106
20 Daniel Kolenic 18-20-19-19-12-20-20 108
21 Alva Carbonezette 23-21-20-21-17-21 121
22 Hal Vasquez 20-23-23-20-19-19 124

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Windward Leg Spring 1996
Chapman Wins Annual Lake Geneva Regatta

Tom Katterheinrich

High winds greeted sailors to this lovely lake in southern Wisconsin on Saturday, September 30, for the 30th Annual Lake Geneva Sunfish Regatta in Fontana. Mike Scriver, being the heaviest sailor, chose not to use a Jens rig on his racing sail, and was unable to go upwind. Dan Feldman led after the two races on Saturday. It was hoped the wind would drop for Sunday’s races. It seemed to get windier each race and everyone sailed with a Jens. Lighter winds are planned for the upcoming Sunfish Regatta in Fontana. Mike Scriver, 1995 Pilgrim’s Cup contenders gather at the Narrasketuck Yacht Club for a post race photo.

30TH ANNUAL LAKE GENEVA SUNFISH REGATTA
LAKE GENEVA, FONTANA, WISCONSIN
SEPT. 30-OCT. 1, 1995

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<thead>
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<th>Points</th>
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<td>2</td>
<td>Mike Scriver</td>
<td>Waterford, MI</td>
<td>df-4-2-2-2-2</td>
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<td>3</td>
<td>Dan Feldman</td>
<td>Highland Park, IL</td>
<td>2-1-4-3-3-3-3</td>
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<td>4</td>
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<td>9</td>
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<td>Chris Lowrie</td>
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<td>Jill Feldman</td>
<td>Highland Park, IL</td>
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Pilgrim’s Cup Regatta

Jim Koehler

On Sunday, November 5, Narrasketuck Yacht Club, Amityville, NY, hosted the 1995 Pilgrim’s Cup. The Dinghy Shop sponsored the event with prizes and gear. The racing was followed by a plenteous Thanksgiving style feast. Ten sailors registered. Thirty knot winds forced a long postponement. Early in the afternoon, the decision was made to go. Eight sailors competed in the gusty, 20-30 knot winds.

The Pilgrim's Cup

PILGRIM'S CUP
NARRASKETUCK YACHT CLUB, AMITYVILLE, NY
NOVEMBER 5, 1995

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<td>Eric &quot;The Red&quot; Johnson</td>
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<td>Will Murray</td>
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<td>WPSC</td>
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<td>Robert &quot;Flipper&quot; Bachner</td>
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<tr>
<td>Charlie Hoberman</td>
<td>WPSC</td>
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Sailfest Draws 25 Sunfish

Linda Tillman

The 1995 Seminole Sailfest, held December 1-3, on Lake Monroe in Sanford, Florida, continued its long-standing reputation as the largest inland lake regatta in the country. More than 600 entries in 40+ classes came from all over the country to enjoy the Friday night seminars, two days of racing, great parties, entertainment and door prizes.

The weather was pleasant, though short on wind. The Sunfish fleet, sailing on a course (one of six) with the Lasers, got in three races on Saturday afternoon in light air. Gulf Coast sailors Bishop Stieffel and Ellis Ollinger were first and second going into the Saturday evening party.

Sunday produced barely enough breeze for one race, which was shortened to a triangle and then followed by a plenteous Thanksgiving style feast. Stieffel and Ollinger were 1-2 for the day, to maintain their positions overall.

If you have not yet come to one of these extravaganzas, plan now to attend the 1996 Sailfest on the weekend of December 6-8. It's a great place to meet old and new sailing friends and mix with world famous sailors, who speak at the Friday night seminars and participate in the racing. This year’s speakers included Ed Baird, Peter Isler, and some of the America's crew, to name a few.

1995 SEMINOLE SAILFEST
LAKE MONROE
SANFORD, FL
DEC. 1-3

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Windward Leg Spring 1996
WYC Fleet 680 Holds Pre-Labor Day Regatta

Linda Tillman

Wawasee Fleet 680, Syracuse, Indiana, held their Labor Day Regatta a week ahead of time, to avoid the crowded lake and schedule of the final weekend of summer activities. Scheduled Saturday, the races were postponed for lack of wind to Sunday afternoon, August 27, at 3 p.m. While many were exhausted from the morning's E-scow and Lightning fleet races, six hardy souls turned out for a three-race series in light to medium winds and dwindling motorboat chop. The evening before, the Sunfish and Laser Fleets had gathered for their end-of-season party. The Sunfish fleet, sailing with the wooden daggerboard and colored sails, experienced significant growth over the summer, adding several boats and more expected for the 1996 racing season.

1995 PRE-LABOR DAY REGATTA
WAWASEE YACHT CLUB
SYRACUSE, INDIANA
AUGUST 27

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<td>76967</td>
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<td>72775</td>
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<td>10</td>
<td>76422</td>
<td>Chien Nguyen</td>
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<td>18</td>
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<td>22</td>
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<td>Geoff Flash</td>
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Light Air and Fog Greet Sunfish at Green Pond

Malcolm Dickinson

October 7, 1995 was the final day of the four-regatta, SANJL series. It is traditionally held at Green Pond Yacht Club, Green Pond is a lake set in a small valley in the rolling mountains of northern New Jersey, over 1200 feet above sea level. On this particular morning, the clouds were at 1000 feet. This meant that the sailors and the entire lake were 'in the clouds,' which translated, 'fog as thick as pea soup.' Gradually the clouds lifted to a few hundred feet above the lake but the extremely light air held for only three races before dying. Local expert Bob Griswold narrowly beat out Derek Jackson and Posy Seifert in the difficult conditions.

GREEN POND
1995 SANJL DAY 4
OCTOBER 7, 1995

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<td>28040</td>
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<td>536</td>
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West Florida Sunfish (Pixie) Circuit Rises Again

Bill, Herb and John

Lake Tarpon, Dec. 10, 1995

Our annual Lake Tarpon cold front arrived right on time once again. After a brief and chilly skippers meeting, the brave fools left the dock. Preceding the final countdown, John Spray was given a lesson about proper gooseneck maintenance as his exploded. In the resulting melee he was heard to sing, "I have fought the gooseneck and the gooseneck has won." He was able to recover by the third race, after a brief dip to check the water. Bill Wingrove started with a minute and a half handicap, after rendering assistance/chastisement to John. Joe Blouin won all three races, Bill ended up second and Stu Smith, third.

Windjammers Regatta, Dec. 17, 1995

Contrary to Lake Tarpon, the Windjammers know how to order their weather. With temperatures in the 70's and winds 10-15, conditions couldn't have been better for the fleet of 14 boats.

In the B Fleet, we saw the return of Newt Bollinger, after having been sidelined for several months. He must have been studying awfully hard, because he came out and sailed very consistently to win the division. Chasing Newt around all day was first-time B flyer, Mark Rother, sailing Stu Smith's loaner boat. Behind these two was Steve Lang, another first-timer. We hope to see more of you in the future.

Once again in the A Fleet, it was a case of who could come closest to Joe Blouin. Bill Wingrove, sailing Jeff Linton's boat, was the only one who could give him even a feeble challenge. Bill could win the weather mark but not hold it to the finish. Chasing around behind these two were Mindy Katz and John Spray.

Our thanks to the race committees at both regattas.

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Windward Leg Spring 1996
Curaçao New Year's Invitational

Stephen Smeulders and Posy Seifert

RSVP's to the second Curaçao New Year's Invitational on January 2, 1996, were returned by Wim van der Gulik, Posy Seifert and Jacques, Peter and Stephen Smeulders. A rabbit start at Spanish Water got the group going on the 27 mile course which took them down the length of the island. The point of sail was predominantly in the range of broad reach to downwind, allowing break-neck speeds to be attained in the seven foot ocean swells and sustained 22 knot breeze.

A strikingly large number of flying fish accompanied the sailors on their four hour race. To work on their tans, several opted to take full advantage of the lack of any island wildlife. To avoid being struck by the air-borne aquatic birds, Tio Amstel beer, Tio Pedro and Stephen's mom) are warmly thanked for awaiting the racers at the finish.

The only down side to a great day of racing was the news that Governor-elect Henry Miles failed to waken him from his morning siesta and requested his application for invitation to next year's event, tentatively set for January 2, 1997, are encouraged to contact any of the persons mentioned above.

Colombian Youth Nationals at Lake Tomine

Francisco Castillo

The 1995 Colombian Youth Championship was held December 8-10, hosted by the Club Náutico Muña in the Tomine Lake near Bogotá. Thirty five young sailors from different clubs sailed for the title.

Before the last two races, any of the first five youngsters could be the winner. Among them were two girls (Paula Douat and Nathalie Jacob) and two boys (Andrés Spath and Juan Camilo Bustos), who a few days before raced in the World’s in the Bahamas.

At the end, it was Nathalie Jacob who became the Youth Champion, thanks to her previous experience in Optimists. Samuel Navarro, in sixth overall, was the first Midget in the general standings.

After less than two years of the rebuilding of the Sunfish Class in our country, 35 youth sailors, 25 new boats imported from the USA (and more in line) and a big popularity among our sailors, we can say, “The Sunfish is back to stay!”

SUNFISH CAMPEONATO NACIONAL JUVENIL*

CLUB NAUTICO MUNA

BOGOTA, COLOMBIA

DECEMBER 8-10, 1995

Top 30 of 35

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Higuera Named 1995 Colombian Sailor of Year
Francisco Castillo

The Federacion Colombiana De Vela, our national sailing federation, awarded Sebastian Higuera the Sailor of the Year, among others nominated from nine different classes. In 1995, Higuera was tenth in the Sunfish North Americans and 10th in the Sunfish Worlds. Three other Sunfish sailors were nominated.

Local newspapers named Sebastian the “Rookie Sportsman of the Year” in all sports in the country.

Sebastian lives in Cartagena, by the Caribbean Sea, a perfect place for training, with 25 knot winds and around 90°F temperatures. Definitely no place for wet suits!

We are sure that Sebastian will continue his way up in the Sunfish Class.

Hispaniola Cup Held in Dominican Republic
Alex Roose, President, CSSA, Curacao

Boca Chica, in the Dominican Republic, was the location chosen by the hosts of the next Worlds to organize the Hispaniola Cup as a training regatta. Held March 8-10, 1996, this regatta provided hands-on experience for organizers and sailors alike, not only Sunfish but also yachts of other classes.

Eighteen sailors from six countries participated in the Sunfish Class, the visitors being provided with almost new, high quality boats. From the outset, it was clear that the organizers of this regatta took their job seriously. On arrival at the airport in Santa Domingo, a committee member, holding a large board with my name written on it, was waiting for me. Arrangements for accommodation and transport to and from the hotel and yacht club were excellent.

The races took place just outside a reef in front of the Hotel Hamaca. It took a half hour to sail around this reef in order to reach the course, but the organizers of the 1996 Sunfish Worlds are working on breaching the reef so that participants can sail to the starting line in a couple of minutes.

On the first two days, the races were sailed in characteristically light air, but with a forceful chop caused by the strong wind that was blowing before the regatta started. The heavy guys came into their own during the last race when there was a 20 knot wind. This was won by Jesus Feris (D.R.) who, in the 1991 Worlds in Curacao, was the youngest participant. Solmar Bermudez, from Colombia, was unquestionably the best sailor in the regatta, placing 19, 1, 5, 2, 1, 3. Had he not been disqualified in the first race, he would have had another first.

I would like to finish by saying that one of the things that impressed me was that the organizing committee took the tips given by the participants very seriously, and took account of them whenever possible. In my opinion the 1996 Worlds in October in the Dominican Republic promises some really excellent sailing, and without a doubt will be a contender for the title of “The Best Worlds Ever!”

HISPANIOLA CUP
BOCA CHICA, DOMINICAN REPUBLIC
MARCH 8-10, 1996

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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 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 Yearbook, the Class Measurement Rules and Constitution, the Annual Regatta Schedule, and the class newsletter, Windward Leg, containing regatta reports and articles on how to enjoy, maintain and race your Sunfish. 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 entitles a sailor 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 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.

USSCA Membership Application

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Address

City __________________ State __________ Zip __________ Country __________

Phone: Home __________________ Work __________________ EMail __________

Sunfish Fleet Number __________ Location __________________

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

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** If previously registered

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MARRIAGE NOTICE - Congratulations and best wishes to Jeff Linton and Amy Smith, both of Tampa, Florida, who were married December 16, 1995. May you enjoy many years of smooth sailing on the sea of matrimony!

PLEASE CHECK YOUR MAILING LABEL - Before you move, send your address change 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.

MEMBERSHIP RENEWAL
Membership is for the calendar year. To renew your membership, use the form on page 31, 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.

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