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United States Sunfish Class Association
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Articles of interest, features, photos, and all regatta results are welcomed. For results, include in finish order: sail no., name, hometown, results are welcomed. For results, include in finish order: sail no., name, hometown, race-by-race finishes, final score, and a wrap-up including weather conditions and social aspects. Please clearly identify the content of photos and to whom credit should be given.

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Membership to USSCA 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:

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CONTACT BRIAN WEEKS, USSCA PRESIDENT
AT 516-447-2166

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Special thanks to photography contributors
- John Cope, Brian Weeks, Linda Tillman, Theo Aschman, Ernie Kervel, Gail Turluck

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1997 USSCA NOMINATING COMMITTEE REPORT

Tom Katterheinrich
Nominating Committee Chairman

The positions to be filled and the nominees to be voted on at the 1997 United States Sunfish Class Association meeting are as follows:

Advisory Council Representatives
- Larry Cochran
- Dan Feldman
- Regional Representatives (vote for one):
  - Inland Lakes — Joe Richardson
  - Midwest — Tom Katterheinrich
  - Southwest — Pat Manning
  - Western — Robert Cronin
  - Gulf Coast — Todd Edwards

The above candidates, if elected, have consented to serve USSCA for two-terms. Nominations will also be taken from the floor at the 1997 USSCA meeting which will be held during the North American Championship at Gulfport, Mississippi, July 5-12, 1997.
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:
- Racing with Your New North Sail by Derrick Fries, Vol. III, No. 2
- Ideas to Help You Work Your Way Up Through the Fleet by Scott Kyle, Vol. III, No. 4
- Preventing Breakdowns (Workshop) by Brian Weeks; Add a Hiking Strap (FYI) by Eric and Scott, Vol. III No. 5
- 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; Windsigns 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 (woodboard)
- 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
- Major Hull Repairs by Brian Weeks, Vol. IV, No. 9
- Rescuring Foam Blocks by Brian Weeks, Vol. IV, No. 10
- Small Winter Projects That Mean Speed Next Spring by Brian Weeks, Vol. IV, No. 11
- Daggerboard Repair by Brian Weeks, Vol. V, No. 1

Videos for Class promotion or entertainment at a fleet meeting may be rented by writing the Class Office. Just send a $50 deposit check, payable to USSCA with a note specifying what video you want. When the video is returned, the Class Treasurer will refund you $41. Videos available include:
- Sunfish Promotional
- Rule 54 (Propulsion & Kinetics)
- First & Third Worlds + Sail To Freedom
- 18th (Aruba), 19th (Nassau), 20th (Orlando), 21st (Curaco) Worlds
- '89, '91, '93 Masters + '91 Mid-Winters
- '90 NA's (Sayville) & '92 Worlds (Houston)

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Spring 1997 -- Vol. V, No. 1
From the USSCA President

USSCA PRESIDENT'S LETTER

Changes in the Wind

We'll be looking at another new manufacturer this year as Sunfish Laser Incorporated sold all its trademarks and manufacturing rights to Vanguard Racing Sailboats this past March. Vanguard, led by the accomplished Chip Johns has been manufacturing 470's, 420's, Optimists, Finns and other racing boats for years and recently added the Vanguard 15 to its fleet in 1993.

In the past two years, Sunfish Laser has undergone many changes. We were warned of the coming of the Escape sailboat several years before its birth, as the new miracle boat for the entry level sailor. In the last two years, SLI invested a great deal of money into the advertising and marketing of these boats and finally, this past March, decided to separate its assets and market just the Escape line of boats and the new Expedition (a Zuma with a new Escape-like rig).

Sunfish Laser Incorporated sold all its rights to the Sunfish, Laser, Zuma, Laser 2, Lange Optimist and the new 49er to Vanguard which will now rename its company Vanguard Sailboats. This was surprising news to so many people this winter since SLI had just landed the coup of getting a brand new previously unheard of boat accepted as an Olympic Class boat over the die hard Star Class sailboat. The same company was manufacturing two Olympic class boats. Now it will be Vanguard's chance.

This news came as no big surprise to me. I have been a student of the history of all the Sunfish manufacturers since I first got involved in the class. Being in the position of USSCA President and keeping my ear to the water I hear a great deal of information that I can't spread freely around. I predicted to myself and a few others that 1997 would be the year for a big change at SLI. All the usual symptoms were there. I was surprised, however, to see that Vanguard was the successor. I wish them great success as I do to Peter Johnstone with the new Escape project. He has been good to our class and has given us the experience and knowledge from his class organizational background to guide us in our class ventures.

The question that remains, however, is what will Vanguard's policy be towards the Sunfish class? Perhaps, by the publication of this issue we will know, but for now I can assure you, that Jean, myself and all the other class officers will do our best to protect the values of the class organization, the World Championship formats and the changes that might be in the future of the boat itself.

This season coming up, I'm sure will be a good one. Participation is up, the schedule is bigger and I think everyone is ready for a good racing season. I hope to see you all on the water this season.

Brian Weeks

SOWING SUNFISHES AROUND THE WORLD

The Challenge for the Next Century

by Andrés Santana

The Sunfish Class membership has been growing during the last five years in every country. Also there are countries like Holland, Colombia, and Puerto Rico that are now active after being off for several years. The Italians just renewed their membership and sailors from Peru were very close to participating in this year’s Sunfish Worlds.

Worldwide the Sunfish Class is active in North America, the Caribbean, South America and Europe. However, there is a lot of work ahead to expand the class especially in South America, Central America, and the rest of Europe.

The recent approval of the Sunfish Class as one of the participating classes of the Central American & Caribbean Olympic Games will constitute an incentive for Central America, Mexico, and some Caribbean islands like Cuba and Jamaica among others. But those countries will not navigate the Sunfish by their own initiative. We have to make contact, participate in their activities (it does not matter if initially we have to participate in other sailing classes like Lasers, Optimists, etc.), and invite them to participate in our activities. During the relation, sooner or later, somebody will be interested in the Sunfish and that will be the point when the seed will start to germinate. Every National Sunfish Class Association must understand this fact and work with their neighbors.

Once there are Sunfish sailors navigating, the next step to keep them expanding is the competition. To be eligible for racing in a major regatta like the Sunfish Worlds is the best motivation that will keep individual sailors getting better and entire fleets growing in numbers. Soon that country will summit their bid for hosting the Worlds, forcing them to the limit to develop the class and dramatically increasing the amount of new boats in their fleet.

A good starting point for this process may be to ask the national sailing authority for a list of known Sunfish Sailors (if any). Good luck!
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THOUGHTS FROM A FIRST-TIME SUNFISHER ... by John Cope

It being 80 degrees before noon yesterday, I elected to go sailing, instead of to the annual University of Texas alumni baseball game, where professional players who played their college ball at UT return to play the current UT squad, and where Roger Clemens, absent this year for some reason, usually starts the game by throwing the opening pitch ten or twenty feet above the batter/catcher/umpire into the wire screen protecting the fans, bringing gasps from those unfamiliar with his and antics and laughs from those who are.

I went alone, because it was a spur-of-the-moment decision, and all other members of the household had their own pursuits.

I had no problem launching the boat by myself, that is, getting it into the water. I had one misstep leaving shore, due to trying to turn the bow of the boat the wrong way to get it pointed leeward, across of the lake. The wind was noticeably stronger than when Jo Ann [my sister, who taught sailing at the University of Wisconsin] and I went out, but I didn’t think it was too strong to sail in; besides, I was determined to do this.

I sailed with the wind leaving shore, just as Jo Ann and I had done, the wind seemed to be from pretty much the same direction as when we went out, S/SE, which is the usual direction of the wind here. This gave me a comforting feeling, as I felt I knew how I would get back to the launch area, and where I could do reaches on the lake.

After sailing nicely with the wind for a while, I looked back to see how far I’d gone, and my truck was very small, so I decided I’d gone far enough. Time to turn right [tack to starboard?] and go down the lake on a reach. When I made this tack, the boom came from the starboard side across the boat very hard, and, after the tack, the boat was heeling at what seemed to be more than a 45 degree angle, and it’s lee rail was in the water, and I thought I was capsizing. I think I let go the sheet just in time to avoid it.

Analysis: I believe I accidentally jibed, which I’ve read can be dangerous in strong wind. The sail was out to starboard while running; when I tacked to starboard, that’s when the boom came hard and fast across the boat. I believe I should have tacked to port and made a circle.

After recovering from this, I was able to go down the lake, but it didn’t feel like a reach. It was slow, and I didn’t understand why. When I tried to sail toward the launch area, it was very much into the wind. This began the frustration that lasted the rest of the sail: It seemed to me the boat, instead of having 270 degrees to sail in, had only 180, and those 180 were away from the launch area. No matter where I went on the lake, I could not make any headway in any direction that would bring me closer to the launch area.

I continued down the lake, toward the dam. When I got fairly close to it, I wanted to come about and head back toward the launch area. Now at a very different angle to the wind. I spent a lot of time in irons, trying to tack without getting up much headway, because I was afraid of a repeat performance of the previous tack. I finally managed to do it, but, when I tried to sail toward the launch area, I again got into irons. I was totally confused now.

Now I was heading back down the lake in the direction from which I had just come, because that way I could sail toward the launch area and still make headway. I thought I would try to go closer to the shore on the side I launched from, and come back up along the shoreline.

When I got there, I again spent a lot of time in irons trying to find a way to come about with as little headway as possible. I discovered I could be in irons just by letting the sheet go till the sail was just flapping in the wind, even though the boat itself was not pointed toward the wind, as it is in all the pictures in the books illustrating being in irons. Perhaps that orientation would have occurred if I had let go the tiller, too.

Again I finally managed to come about, but again, I could make no headway toward the launch area. I was dumbfounded and frustrated beyond belief. I sat in irons a long time thinking about what to do. I didn’t know anything else to try. I decided to lower the sail and paddle, which I did. I paddled for a while directly toward the launch area, even though the motor boat launching area, with plenty of people there, was closer, because I didn’t want to have to try to get my boat back on the trailer from there.

Another kind of frustration then set in. As I paddled against the wind, the natural waves, and the motor boat waves, I couldn’t tell if I was making any headway. There was a motor boat not under way to port with a young man and woman fishing in it. As I paddled, I did see them pass slowly to the stern, so I felt I was making headway. But when I looked toward the shore, at the motor boat launch area, it seemed I was farther away than before. I thought perhaps the motor boat was drifting, I discovered how difficult it can be on the water to determine who is moving in relation to what. I paddled some more, but seemed to be getting nowhere.

Now it was time to be completely humiliated. I began waving my hands over my head, the paddle in one hand, looking toward the motor boat launch area. No one seemed to notice. I kept paddling and waving in between paddles. A guy in a Sea-Doo came close and saw me waving. He tried hard to ignore me. He didn’t want to get involved. He cocked his head as if to ask, do you really want me to come? And I waved him toward me.

Just then, a small motor boat appeared suddenly behind me. A nice Hispanic man said, “What do you need?” “A tow to shore, I guess,” I said. He put his trolling motor in the water and maneuvered so that his stern was to my bow, picked up my bow line, and tied it to a line on the stern port side of his boat. He towed me slowly to my launch area. Because of the depth of the water, he couldn’t tow me all the way. I thanked him as much as I could, and he drove away. I paddled it up onto the beach.

When I got out of the boat, I was amazed how wobbly my legs were. I had no idea they were stressed as much as they had been. I got the boat back on the trailer and everything tied down with no problem but some effort, all the time thinking, “I’m going to sell it. My sailing days are over.”

I don’t know what I’m going to do, but I’m not going to give up yet. However, I may buy an EPIRB, a cellular phone, and a towing motor to take out.

Two Sunfish Skippers Do Well in Thistle Nationals

(Editors Note: When I received an e-mail message from Doug stating, “I had the opportunity to crew in the Thistle Nationals with a fellow club Thistler in Fort Walton Beach, FL. We did quite well ... 2nd behind Dave (the god) Dellenbaugh.” I of course wanted the specifics to share with the rest of our Sunfish readers. So after some arm twisting — Doug is much too modest! — I received the following article.)

Doug Kaukeinen

Fort Walton Beach, FL — The Thistle Nationals were held in Fort Walton Beach August 3-8th. Sunfish Class member Mike Ingham along with fellow member Doug Kaukeinen and Mike’s wife, Delia, place 2nd out of a very deep field of 62 Thisters. Considering that this was Mike’s first year in a Thistle and his first Nationals, this was quite a feat. However, Mike has plenty of other sailing experience, including collegiate racing and Olympic campaigns in the Tornado along with Randy Smyth. The top 10 boats at the Nationals were pretty evenly matched as far as boat speed goes, but the key was sailing conservatively in the light to medium sea breezes, hit the shifts and stay in the velocity. Dave Dellenbaugh did a near perfektional job as he won his 4th Nationals by a large margin.

The sailing community sure is close knit. During the Awards Dinner, we ran into P.J. Patin. We still don’t understand why he was there. Also, when Mike and Delia joined the Rochester Canoe Club (where Delia’s family were long time members), Mike started sailing Sunfish.

This number and hull looked very familiar to me and after closer inspection, I realized that it used to be Lars Guck’s old Sunfish. I guess Lars and Mike knew each other on the collegiate circuit.

Spring — Vol. V, No. 1
THE WORK BENCH

A column on ideas and upkeep ... by Brian Weeks

YARD DOG TALK
by Dugan

THOSE NASTY DAGGERBOARDS

Well, my master finally got tired of writing his Work Bench column and I told him I would take over for an issue or so. I thought I might take the time to review daggerboard repair, doggie style. I’ve fixed quite a few of these. My paw signature has been left on many a project that comes out of my master’s shop. He lets you think he does all the work. Well, it may be a dog’s life, but he makes me work for my Puppy Chow.

How many of you have been coming into the beach or sailing on a lake or river when suddenly, bang, wuff, there goes the tip of my dagger board. I’ve seen plenty of you simply throw your boards out and buy a new one from the local “Monty Hall” sail shop dealer. He’s laughing all the way to the bank. He probably takes the broken ones off your hands and fixes ‘em himself. (I don’t mind sniffing through the trash sometimes)

All you need is a little help from me, the yard dog and you’ll be on your way to a quick fix. Here’s what you’ll need:

- A handful of long 8/32 or 10/24 stainless steel bolts
- West epoxy
- Collodial Silica
- High Density Powder
- Wax paper
- Mixing equipment
- Plywood template shaped from an existing blade
- Sandpapers
- A drill with bits
- Flat White Spray Paint
- Wet or Dry Sandpaper
- Putty Knife

“Yo, master, look at this nasty daggerboard that needs fixin’, “ barked Dugan as he readied for his afternoon nap.

First you should clean up the edge of the break a bit. (Sometimes you can glue the broken piece back, but I recommend making a new tip.) Make a template of an existing board tip out of 1/4” plywood and cut it out and save it. Drill a bunch of holes (about for or five for the standard tip break) in the board foam lengthwise at different angle. Take the bolts and cut the heads off of them. Make sure the holes are the right size so that they won’t extend past the tip, but come almost right to the edge. Mix a batch of West System (about 6 paw pumps for the standard tip break) and thicken it up with colloidal silica and high density powders (made by WEST SYSTEM) to a peanut buttery consistency. It can’t run at all if it is the proper thickness. Lay some wax paper over the template on a flat table. Lay the board down so it aligns with the template. Put some epoxy mixture on the bolts and insert them into the holes in the foam. Now you can simply lay the epoxy on with a putty knife, so it goes past the template mark and is thick enough to be carved down later.

The epoxy may steam and bubble a bit as it goes off. I suggest slow (like an old hound dog) hardener. After it cures you can use the template to draw the outline of the new shape on the repair area. Cut this out on a band saw or with a jig saw. Now you can start sanding. You must fair and shape the repair back into the original foil tip shape. Keep your friend’s board on hand for the template and for guiding your final shaping. When you get close, you may want to fair in any air holes or voids with another batch of thick epoxy. When all is fair, fine sand the repair to at least #120 paper. Your board should look like the one below that I repaired.

Good luck with all your repairs and treat your pets with respect. After all, we work hard for you.

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Delivery of boats and parts is available at most sites on the Midwest Regatta calendar or by mail and UPS. Same day shipping in most cases.
Eduardo Cordero, the only person ever to hold the three major Sunfish Championships at the same time, conducted a clinic at the Sarasota Sailing Squadron March 1st and 2nd.

He covered rigging and tuning, boat handling, upwind/downwind techniques, and training. Some of the things he talked about follow.

Cordero emphasized setting up the sail for maximum power. He sets the luff tension slightly loose, enough to allow half inch scallops to form below the mast along the upper spar. Theouthaul is also set up to allow for slight scallops along the lower spar. The strings attaching the sail on either side of the halyard must be eased somewhat so creases don’t form at those grommets when the sail is tensioned. He prefers his halyard attached in a position that leaves the spar about four inches off the deck. Vang must be applied with sufficient tension to keep the lower spar from rising downwind, a mistake that most of those in the clinic were making. He puts purchase on his halyard with the use of a double bowline. This knot can be easily undone after being tensioned. He almost always sets his goose­neck at 16” from the end of the boom.

His recommendation on depowering was to adjust goose­neck first, then vang, and to adjustouthaul and Cunningham only as a last resort. He prefers to change sail shape with the mainsheet. On the beach he demonstrated the effect of mainsheet tension on the sail shape. Eased, the sail is quite full and flattens as it is sheeted.

According to Eduardo, “We sail two different boats because of the sail being against the mast on port tack.” On starboard, the boat must be sheeted with sail eased more than on port. Overtrimming on starboard brings the sail too close to the middle of the boat. Most participants were not sheeting hard enough on either tack although the mistake was more prevalent on port. In gusts he recommended a big ease on starboard, a slight ease on port, and then after the boat picks up speed, some trim on starboard, and big trim on port.

Extensive practice on mark roundings showed that many boat lengths are routinely given away in that maneuver. A wide approach and a close exit from the leeward mark is known to be the best technique. Video analysis of the practice showed even those who were aware of this technique were not executing it correctly. It was pretty evident that practicing roundings would be a good way to improve finishes.

At the windward mark, he demonstrated raising the dagger board before completing the rounding. This allows him to bear off faster with greater speed, giving him a better chance to get on the first wave sooner.

Leaving the windward mark with speed is crucial to his downwind game plan. He prefers to go low because he does not want to be trapped by boats luffing each other down the leg. Clear space to leeward is necessary to be free to bear off down the waves. He is always looking for a wave in the area 30 degrees off his windward bow. When he gets on one, he rides it down and then comes up before slowing and starts looking for another. On the run, he often finds it is faster to sail by the lee rather than dead downwind. This is dependent on the angle of the waves and the wind.

Eduardo demonstrated various exercises he does to get in shape. He advocates stretching, running, and bike riding. Bike riding is good for the knees and helps in light air situations when it is necessary to sit with bent knees on those light air days.

Training is probably one of the most overlooked areas in the quest for speed. To sail with his goose­neck at 16” all the time requires him to “hike like an animal”. If that can’t be done, depowering techniques need to be employed and they reduce speed. Good conditioning is necessary to be able to come off a long beat of straight leg hiking and then be ready to keep it up for every puff and wave down the reach. Even in light air, proper fitness allows the body to withstand the awkward positions that must be assumed to keep proper trim in those conditions.

Eduardo’s coaching gave everyone the opportunity to improve their finishes. He emphasized that in order for the techniques to work, the most important thing is to go out and practice them.

---

This month’s questions come frombeginning Sunfish sailor Ted Halsey from North Dakota.

Should I use telltales on my sail? If so, how do I use them?

Many sailors use telltales on the Sunfish to fine tune their sail set. It is a matter of whether or not you become a sailor by feel or by watching all your indicators. Scott Kyle always told me that if you were in phase, telltales, wind vanes, and compasses were mere distractions from what was really happening on the water and with the wind. To start out, however, I recommend telltales. Fine yarn or Davis telltales if you don’t like poking a needle through the sail. (This, however, cannot hurt the material. How do you think they sew a sail together?) Put about four telltales on per side. I would put them pretty well aft since the mast on port tack definitely disturbs airflow. Use them on all points of sail in the same manner. Watch the airflow, after you feel you are on course. If the telltales are flowing down, you can come up further. If they are flowing up, you are pinching too close. They should flow straight if you are trimmed right and pointing correctly. My advise, however, is to use them as a quick speed gauge. Don’t get caught looking too much.

I hear people talking about being footers and other pointers. What should I do?

A footer is someone who does not feel comfortable sailing too close to the wind upwind. They would rather work off a degree or two and go a little faster. A pointer feels he or she can make ground by pinching a bit and gaining on the shorter course to the mark. Usually heavier sailors are footers, so it does depend a bit on your weight. I think the good sailors are a little of both. You have to point after the gun or you’re dead. Gooseneck positioning is very important. I’ve heard good sailors say that once you break free you should foot off, especially in waves and foot towards the next header. I think, by nature, you should point in a crowed and foot a bit when you break free. Don’t get caught by trying to categorize yourself.
Three years ago (August '94), I was invited by Luis Eduardo Baron, a TV station manager in Bogota to conduct a Sunfish clinic at El Portillo Yacht Club on beautiful Lake Tomine, an hour by car from Bogota City. This artificial lake, located in the middle of a valley 2,600 meters above sea level, has five different yacht clubs and more than 90 per cent of the Colombian sailors practice there. The most popular classes are Laser (about 45), Optimists, 420s, Lightnings (more than 35) and of course, Sunfish. Luis Eduardo had a Sunfish in his yard, but didn't really know how to sail well. Though the Sunfish class wasn't being raced seriously, he liked the boat a lot and wanted to rebuild a local fleet. Back in the seventies they used to have Sunfish regattas with more than 50 boats and at the '85 Worlds in Italy, Juan Carlos Martinez from Cartagena placed 10.

My first impression at Tomine wasn't entirely positive. Their sailors didn't really know what the Sunfish was. Their boats were locally constructed (only two SLI) and their rigging was obsolete. They weren't using racing sails because "they were very powerful" and they had never seen a plastic centerboard. When they indicated they wanted to organize a Sunfish World Championship someday, I advised them to buy new boats and compete in major Sunfish regattas. When I returned to Colombia in January '95 they had acquired 4 new Sunfishes and had gathered a promising group of sailors, some of them coming from the Optimists. I was favorably impressed and felt they could have a lot of success in the Class. The first proof was the '95 World's in Abaco, where they placed 10th with Sebastian Higuera.

I was invited again in 1996. This time to Cartagena. I ran another clinic and worked as race committee for their National Championship. By this time I was very enthusiastic. They had more than 30 new boats and their skills level was much higher. They sent a contingent of 11 sailors to the Sunfish Worlds at Santo Domingo last October and for the first time ever, a Colombian sailor (Sebastian Higuera) won a race in a sailing world championship. Sebastian placed 4th while Solmar Bermudez was 21st and junior Juan Camilo Bustos was 29th.

In January of this year the Colombian Sunfish Class organized another clinic with 16 sailors. Some of them had participated in previous Sunfish Worlds. As we sailed together for nine days, I shared my knowledge and experience sailing the Sunfish circuit over the years. We talked about rigging, tactics, boat-handling, physical training and racing rules. This particular group of sailors had been together since they started sailing and are all close friends. They have the advantage of being able to have more than 10 Sunfishes in the water every week-end.

Colombia has done an incredible job of raising this class from almost zero to a 4th place in the world in just three years. The fact is that the Sunfish is now attracting enthusiasts and sailors from other classes like Laser and Lightnings who are trying to catch a spot for the Worlds next December in Cartagena. The Colombian Sunfish Class gives priority to young sailors qualifying for the Worlds. The top four at the Junior Nationals last November are already qualified.

The Colombian Sunfish Class is an example for all yacht clubs and sailing organizations of what can be done if there are serious programs to encourage sailing with big goals like winning the Sunfish World Championship. In Venezuela it took us nine years to win the Sunfish Worlds. Back in 1992 and 1993 I had an excellent group of sailors and supporters that helped make it possible for me to win the Worlds. I have always believed that nothing can be done alone. We need to support each other and work together. Colombia has a lot of talented sailors and is heading in the right direction.

(NOTE: Cover photos taken by Luis Baron depict the beauty of the Colombian waters and mountains as well as the fun the participants had with practice racing.)

---

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Special rates for sailors needing a berth for the night ...
**Sportsmanship: Jean Bergman**
**Top Master (+40): Larry Suter**
**Top Woman: Paula Douat**

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**Special Effort: Sharon Woodruff**
**Top Senior (+70): Don Acker**

86 boats — 9 races, one throwout

**Top Junior: Juan Camilo Bustos**
**2nd Junior: Paula Douat**

**Team Race Results:**

1. #1 Team -- Smoking Mullets
   (Joe Blouin, Jeff Linton, Rod Koch)
2. #2 Team -- Term Chooch
   (David Loring, Ken Krawcheck, Jamie Ewing)
3. #3 Team -- Dos Banditos/One Gringo
   (Eduardo Cordero, Hector Vidal, Paul-Jon Patin)

**Home-made boat races in Mike Catalano’s pool**

**L to R: Paul-Jon Patin and Micki Gramm enjoying the Saturday evening fun.**

**L to R: Rita Steele, Gail Heausler, Chip Clifton, Annie Cotrell, Lois “Bunny” Blodgett, Jean Bergman, Jerry Parlee.**
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8 races, 1 throwout, dnc score for overall = 42
**How To Start Tips**

by Doug Kern, Silver Medalist/1992 Barcelona, Soling Team with Jim Brady and Kevin Mahaney

**Post-start focus: Protect your lanes at all cost**

A lot of focus in sailing articles and racing clinics is placed on how-to-start and rightly so since it's often a make-or-break part of the race for many racers. In a nutshell, the how-to-start routine goes something like this:

- **15:00 min.** — Speed-test with another boat and to get in synch with the wind shifts and conditions
- **10:00 min.** — Determine favored ends, line sights, and time it takes to get from one end to another
- **5:00 min.** — Another head-to-wind to check the favored end, last minute upwind sailing to check the conditions
- **1:00 min.** — Port approach to find a hole to tack into
- **0:45 sec.** — Develop hole to leeward by maintaining height and speed with weather boat
- **0:20 sec.** — Accelerate to full speed by bearing off into the hole and hit the line at full speed

Taking the time to perfect this part of your racing game is mandatory for success, and much of the post-race discussions around the keg are focused on this part of the race. This would be great if they gave trophies (Oscars?) for best starter at the end of the regatta, but until then this routine is missing something.

What's missing is the focus on how you transition an average start into a great first leg. The period during the two minutes after the gun is one of the most critical of the race, and is often overlooked by racers. After you've survived the often hectic scrambling for positioning during the start, it's natural to take the time right after the start to settle down and take a deep breath. But this post-start period is an ideal opportunity to gain ground on the leaders and put distance on everyone else. After all, the entire fleet at this time is usually only separated by a few boat lengths. This is a critical time when good starts can self-destruct and when third-row starts can be salvaged. A few tips and techniques on protecting your clear air during this time can help you take advantage of this post-start transition.

Lanes are everything -- Does this situation sound familiar? You're three lengths from the pin and all set to nail that pin-end start with visions of *Sailing World* cover photos dancing in your head. As the gun sounds, despite having to luff your way around the mark to keep from losing the start, you're psyched that you have a decent midline start and seconds later you notice the regatta leader buried to leeward in the cheap seats and tacking to port. You smugly say to yourself: "Well, he's hosed for this race." But as he crosses tacks with you two minutes later you wonder how he made up so much ground.

The common thread in these three examples is the importance of finding a lane during the few minutes after the start no matter how successful you were at the gun.

Protecting your Lane -- "Lane" can be described as the direction where your apparent wind is coming from and is your pathway for receiving clear air whether sailing upwind or downwind. Sailing in clear air is a key to success no matter which part of the race you're in. The second example above presents a fairly common situation right after the start where there is a pack of starboard boats on your hip preventing you from tacking, or requiring a big duck if you were able to tack to port. Since your only option at this point is to continue on starboard, you've got to do everything you can to protect your lane and create an opportunity to be able to tack. A great move in this situation, one that is often under-utilized, is waving on the port tack in a way that may let the port tackers have the potential to lee bow you. In the second example above, the starboard tack could have kept his lane open by waving the port tack across his bow.

Although you have right-of-way on the port tack in this situation, it's often in your best interest to let him cross ahead (even if you have to duck a bit) rather than forcing him to tack on your lee bow. By waving the port tack, you keep your lane of fresh air open.

This can easily be applied in your next race when you're pinned by starboard tackers on your hip. But, it requires that you see the situation developing in advance AND make clear visual and verbal contact with the port tack: you've got to make it obvious that you want him to cross by waving your arm and hailing "cross" or "go ahead." On the flip-side, if you are the port tack in this situation and want to continue on port, you can take matters into your own hands by clearly hailing "cross or tack."

By keeping an eye on your lanes after the start, you can turn an OK start into a great first beat, and keep the bullet start from disintegrating. So the next time you're in the five-minute sequence, pay attention to where you want to be in the race two minutes after the gun goes off.

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NEW RULES INTERPRETATION ...

PORT-STARBORD FUNDAMENTALS

Paul-Jon Patin

The most important fundamental rule is when boats come together on opposite tacks and it is about to be changed with the new 1997-2000 rules. In classes like Sunfish and JY15's understanding how the rule affects tactics and boat handling could make the game more interesting and fun.

In the old rules a port tack boat was obligated to keep clear of a starboard tack boat. Further, a starboard (Right-of-Way yacht) was required to not alter course (after starting) when within three overall lengths in crossing situations -- except to avoid a collision.

Now the New Rules read:

Rule # 10 On Opposite Tacks
When boats are on opposite tacks, a port tack boat shall keep clear of a starboard-tack boat. Rule # 16 Changing Course
When a right of way boat changes course, she shall give the other boat room to keep clear.

Now the starboard-tack (S) boat can alter course as to prevent the port tack boat from crossing. Provided she (S) does obstruct the port-tack yacht or change course making the port-tack yacht unable avoid a collision.

The consequence of this wording (or lack of) is that, now, the starboard-tack boat has the tactical ability to "block" a boat that may have crossed (by heading up to a collision course) where Starboard once had to "hold their course."

The port-tack boat must avoid collision even as Starboard continues to make Port's job of keeping clear more difficult. The "catch" is such; Starboard must alter course as well under rule 16.

My word of advice is that you really want to avoid a collision in this case of multiple alterations of course (regardless of which boat you happen to be). It makes for a messy protest because the jury must try to reinvent a confusing chain of events based on two entirely different perspectives. Consider: This maneuver is like match racing where there are judges to see the nuances of the event. In a fleet race there can not be observers of each crossing and subsequent fact finding can be a nightmare. Trust me, getting into this type of thing is a guaranteed way to miss the party.

A few other considerations:
If you sail a Sunfish and you are on port tack, beware that there is another (approximately ) 18° hanging off the transom in the form of a bottom spar.

In a JY15 this rule will have an emphasis on boat handling where I can see fake or double tacks could be quite effective in a tight tactical race. Also because of a JY15's hull weight, it can "glide up" on starboard effectively without losing much way.

When on starboard tack, there is a reason for being on that course. Rarely are you on starboard for no reason and hopefully for tactical reasons you were not forced to be on starboard "going left."

With that in mind, I will say that if I am headed to the left, I am more than willing to duck a port tack boat to avoid a "lee-bow" if I wish to stick to my plan for going "left" in the first place.

Therefore, if you are on starboard you probably want to go to the left for some reason, i.e.,

a) more wind or lifted tack
b) clear air or clear lane
c) Eduardo Cordero is going that way, or
d) in a JY15 who dares to split tack with the Foersters.

Whatever the reason ask yourself, "do I want a boat to tack in my path and possibly send him the way "I" wanted to go, sending me the other way?"

This is where the port-tack hail, "cross or tack" (a courtesy hail and tactical hail) is most effectively used. Communication like this are very handy especially in heavy traffic i.e. (shortly after the start). The starboard-tack boat should reply, "starboard" (should he desire to force the port-tack boat to the left) or "cross."

Of course, you are not "required" to hail a reply as this is a tactical hail. I will say this, however, communication one way or the other is very clear and satisfying. When people refuse to respond to this hail they portray the one of two possibilities: 1) they're asleep at the wheel or 2) they are on a mission meaning they are intent to cause a conflict which usually raises (P)'s emotions. Anyway you look at it as far as I am concerned, if people know what your intentions are they are more inclined not to intentionally get in your way next time you come together.

It's always nicer to have a competitor yell over "I owe you a beer" vs "I'll see you in the room!"

Figure 1 (example as shown in January 1997 Sailing World article by Dick Rose)

Orders Shipped in 24 Hrs
SUNFISH RACING AND THE HAND ... OR WHY I WEAR FULL-FINGERED GLOVES

Leonard K Ruby, M.D.

Sailing can be tough on your hands as anyone who has spent two or more consecutive days racing knows. There are both the mechanical stresses of holding the main sheet tiller, etc., and the non-mechanical stresses of water, salt, and sun. Although the hands are amazingly tough organs and usually withstand a lifetime of use without ill-effect, the acute stress of sailing can be injurious, at least temporarily. Of course, I am not referring to the deep cuts, fractures, and dislocations which are fortunately rare in small boat sailing since the forces tend to be small. It should also be noted that some people, either because of their work or genetic makeup, have thickly callused strong hands that tolerate abuse much better than those like myself who do light manual work.

What can you do to protect yourself from injury? As prevention is always better than treatment, start by getting your hands in as good condition as possible. There are variety of ways of building strength such as using squeeze type grippers, wrist curls, putty or ball squeeze exercises, and others. In general, 15-20 repetitions at maximum effort in three sets, one to two times a day, is a good technique to build strength. The idea is to strengthen the forearms and hand muscles, tendons, and ligaments beyond normal so that they can withstand abnormal loads without injury. This also, to some degree, toughens the skin of the palm of the hand.

To protect your skin you need calluses which requires gradual graded gripping exercises. To minimize injury during sailing I prefer wearing complete finger and thumb gloves. The ones I use are Amara in the palm and Neoprene back which are made by Thunderwear. I am sure there are other companies that manufacture these gloves. I obtain mine at my board sailing shop. These have the advantage of complete protection from abrasion and sun, and in the winter, cold. Partial fingered gloves tend to ride up on your fingers and cause edge problems. Of course, they don’t protect the fingertips at all. Another technique I use is to rig the greatest diameter, “fuzziest” main sheet that will fit through the blocks as it is easier to grip and will be kinder to your hands. Unfortunately you will pay a penalty in performance as the sheet tends to soak up water and not slide easily through the blocks and may drag in the water downwind.

One of the other advantages of the long-fingered gloves is that because there is no “edge” phenomenon of the glove bunching up on your finger you are less likely to compress a nerve in your finger. However, keeping your hand in a fisted position for long periods of time can lead to carpal tunnel syndrome with or without a glove, or to say it in another way, no glove is protection against carpal tunnel syndrome.

After sailing I do stretching exercises to “milk” the excess fluid out of my hands. The exercise that I use is to place fingertips together and gradually straighten and extend all your finger joints and wrists so that you end up in the prayer position. Hold this for 10-15 seconds and repeat 2-3 times. Then make as tight a fist as you can to squeeze the fluid out of the extensor aspect of the hand. Then shake out your hands. Repeat as needed. For skin care, use a heavy hand cream after fresh water soaks. Following these recommendations does not guarantee symptom-free hands, but has been useful to me in minimizing problems.

All US and International Sunfish Sailors are invited to attend the 1997 US Sunfish Master’s Championships
Saturday, September 20th and Sunday September 21st, 1997
Palacios Yacht Club, 1001 Main Street, Palacios, TX on Texas’s beautiful Gulf Coast

Entries must be 40 years of age (or older) as of Sept 20, 1997>>Sunfish Class Membership Required

The regatta will be governed by the IYRR, the prescriptions of US Sailing Association, the rules of the International Sunfish Class(except as are altered by the Sailing Instructions)and by the Sailing Instructions. The racing rules will be modified in accordance with class & racing rules 3.1. This is a Category A event. Measurements may be required and scoring will be the low point scoring systems, Appendix B2 of the racing rules. The 720 degree turns penalty, Appendix B1 of the racing rules will apply.

For maps, private housing/hotels/motels/B&B - Contact W. E. Pierce, 1001 Main, Palacios, TX 77465 (800-457-2403)

Schedule of Events:

Friday, September 19th:
7pm - 9pm Registration

Saturday, September 20th:
8am - 9am Registration
10am - Skipper’s Meeting
12 Noon - White Flag 1st Race of the Day
(Subsequent races to follow)
6:00pm - Keg open!
7:00pm - Dinner on Pavilion
Menu - TBA

Sunday, September 21st:
7am-9am Coffee, OJ, donuts
10am - Skipper’s Meeting
10:30am - White flag 1st Race of
(Subsequent races to follow)
2:00pm - or as soon as possible
after protest period ends
Trophy Presentation

Entry fee includes: Sat dinner, keg key, coffee, OJ & breakfast snacks Sat & Sun, Trophies

1997 Sunfish Master’s Championship Registration:

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DATE OF BIRTH: __________ WEIGHT: __________
ADDRESS: ___________________________

DAYTIME PHONE: __________ NIGHT PHONE: __________

ENTRY FEES: $40.00 per registration $35.00 if US Sailing Member
ENTRY FEES: $50.00 late registration (after 1 Sept) $45.00 if US Sailing Member

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Spring - Vol. V, No. 1
**WOMEN’S NORTH AMERICANS IN FLORIDA IN THE FALL**

The 1997 Sunfish Women’s North American Championship will be held at Eau Gallie Yacht Club, Melbourne, FL, November 7-9. Races will take place on the Indian River approximately five minutes from the club. A practice race is scheduled on Friday with the first race of the championship beginning at noon on Saturday. Boats will be launched off the clubhouse lawn near the pool and shower facilities.

Ask anyone who attended the 1996 International Masters: sailing conditions are excellent in this area and the club serves some of the best food available anywhere. Fall weather is typically warm, with medium winds. Some private housing with club members will be available, and there are numerous motels and hotels nearby.

There will be spectator boats for family and friends.

Area attractions include the Kennedy Space Center, Cocoa Beach (home of Ron Jon’s Surf Shop), and Disney World, Sea World, and Universal and MGM Studios in Orlando to name a few.

For a complete notice of regatta, boat charter and housing information, contact Linda Tillman at 219-457-4313 (June 1-October 20) or 407-773-4711 (after October 20). This is the first and only published notice, so MARK THIS ON YOUR CALENDAR NOW and plan to attend!!
1996 ARUBA OPEN SUNFISH CHAMPIONSHIP

Ernie Kervel

Aruba (November 23-24) — In Aruba we have races every month as well as long distance trips, fishing (Trolling), treasure hunts, trip to Venezuela, around the island, etc. If ever you visit the island let us know in advance so that we can arrange a boat for you to sail with us on Sundays. You must have your ISCA membership card with you.

Awards were presented on the beach in a Heineken boat. The club champion (lowest score of all races during the year) was announced being Wouter Gesterkamp who also got a big hand for being the club race and activity director, always taking care and making sure we all have fun.

A series of 6 races, 3 each day with a deductible if all 6 races were sailed. The course was a triangle of about 6 kilometers with the start 500 meters downwind of the leeward mark. The first day we had shifty 2-3 knot winds so the course had to be adjusted several times. Richard had two bullets and a third while Adrie, our commodore, had a bullet, a 2nd, and a 4th. The second day the winds picked up to 10-25 knots and, again, Richard did very well with a bullet, a 2nd, and a 3rd. Ernie Jr. did well with a bullet, a 2nd, and a 4th. Wouter had a bullet in the last race.

1. Richard v/d Wal 8.7
2. Ernie Kervel Jr. 17
3. Wouter Gesterkamp 20.1
4. Adrie v/d Linde 24.7
5. Ramon Kervel 58
6. Peter Albrecht 58.7
7. Peter Bommel 65.4
8. Peter Western 69.7
9. Thera Tommesen 70.4
10. Joop Minnaar 73
11. Tom Brandts 82
12. Rob Burger 82
13. Peter Dekker 91
14. Hans Hesselink 92
15. Ron Styne 94
16. Milton Harms 120.

5 races, 1 throwout.

Races 1-2: 0-4 knots, variable. Races 3-5: 7-10 knots, Southerly.

1. 60119 Dave Dennison, Edgewood RI 4-1-1-1-3 5.25
2. 60808 Ken Charles, Manchester CT 1-5-2-2-2 6.75
3. 27777 Paul Odegaard, Vernon CT 6-7-7-3-1 16.75
4. 37523 Larry Cochran, Manchester CT 2-4-5-6-6 17
5. 19775 Gordon Geick, Collinsville CT 3-3-6-7-5 17
6. 76373 Joe Boulay, Edgewood RI 5-6-3-4-7 18
7. 12417 Peter Beckwith, Wayland MA 12-2-8-5-4 19
8. 9 Chad Martin, Warwick RI 8-8-10-8-8 32
9. 76834 Jeff Lanphear, Edgewood RI 7-9-4-dnc-dnc 36
10. 76945 Dave Evans, Rehoboth MA 9-14-11-9-9 38
11. 77423 Katherine Mears, Westerly RI 10-12-10-10 42
12. 19 Bob Russell, Warwick RI 14-10-13-11-13 47
13. 75101 Jim Canty, Marion MA dnc-11-14-12-11 48
14. 75184 Nick Sollecito, Warwick RI 11-13-9-dnc-dnc 49

HUNTER’S MOON REGATTA

Theo Aschman

Edgewood, RI — The Hunter’s Moon Regatta was held on Saturday, October 26. This regatta is the kickoff for Edgewood (RI) yacht club’s Frostbite Racing season, and gave us some very nice, unwinter-like weather. The wind was flat calm all morning, and kept the race committee busy shifting the course 90 degrees at a time trying to find the wind. So we decided to break for lunch, and of course a flood current flowing downwind, so no one was there, the wind immediately sprang up for the last race.

In the last 3 races we had a very strong flood current flowing downwind, so no one was even close to over-early. At the start of the last race, Ken Charles and Paul Odegaard turned this to their advantage. They tacked slowly onto port tack near the pin with ten seconds to go, and with thirteen boats coming on starboard Ken and Ode‘ looked hosed. But they’re not new to this game. They accelerated and crossed the line on port at the pin with good speed, and crossed the bows of the whole fleet and went on to take first and second at the finish!

We had 15 sailors from three states, and there was a close contest for third through seventh place between the Sunfish Old Guard and our frostbite champion, Joe Boulay. For the first time, an Edgewood Fleet member, new arrival Dave Dennison, took the grand prize with three bullets in five races.

Thanks go to Ragi & Wayne Todd-Marcus, Norman Martin, Cindy Coffey, Norman Remmler, and the Edgewood Market & Deli for pitching in to help us run the regatta.

We’ve been having a pleasant frostbite racing season since the regatta, including, believe it or not, a winter picnic to a local shoreside pizza palace. Last year resulted in a giant Sunfish Snowball Fight on the water during the sail home! The Farmer’s Almanac gives next year’s Hunter’s Moon date as October 11, 1997, and we hope to see you then.

Spring -- Vol. V, No. 1
This One's For Fun

Gail M. Turluck

Devil's Lake Yacht Club — The 53rd annual This One's For Fun was sailed in the north end of Devil's Lake. Saturday it was awful — light to heavy rain, 53 degrees, west winds 5-25, very gusty and shifty. Sunday was mostly cloudy (we saw the sun two times), 53 degrees again, but dry, with north-northwest winds of 8-15.

Given the weather forecast, turnout was expected to be low. But the true Sunfish midwestern diehards made the trek to Manitou Beach for the weekend. Most notable was the strong junior sailor turnout for this regatta! In outrageously uncomfortable conditions the RC banged off three good races in three hours on Saturday. By the third race the juniors were getting tired, shown by their third race having only one finisher (more than one in the "Right Side Up Fleet" were wrong side!).

After Saturday's misery, two races on Sunday in tolerable conditions gave the regatta its good name back. The Morse family and their assistants should be commended for outstanding RC work in tough conditions.

1. Ron McHenry (Cortland, OH) 1-1-1-2-4
2. Don Bergman (Holland, MI) 2-4-3-4-2
3. Danny White (Highland Park, IL) 7-3-2-1-3
4. Jean Bergman (Holland, MI) 5-6-6-3-1
5. Tom Katterheinrich (New Knoxville, OH) 3-5-5-6-7
6. Bruce Hubel (Davisburg, MI) 6-2-7-7-6
7. William Riddle (Ferndale, OH) 8-7-4-5-10
8. Dave Horrhop (Clarklake, MI) 10-9-12-8-5
9. Darren Lance (Holland, MI) 11-11-9-8-50
10. Alexander Dale (Clarklake, MI) 9-10-10-11-11
11. Tim Abbey (Warren, OH) 4-8-8-ds-ds
12. Gail Turluck (Chelsea, MI) 14-12-9-10-9
13. Kevin Laidlaw (Saline, MI) 1-1-1-1-1
14. John Morse, II (Adrian, MI) 3-2-df-2-2
15. Robert Morse and Alison Wood/Alison Wood (Grosse Pointe, MI)

Juniors

1. Kevin Laidlaw (Saline, MI) 1-1-1-1-1
2. John Morse, II (Adrian, MI) 3-2-df-2-2
3. Laura Turluck (Chelsea, MI) 4-3-df-3-5
4. J.J. Sanborn (Adrian, MI) 2-ds-ds-4-4
5. Robert Morse and Alison Wood/Gail Turluck (Grosse Pointe, MI)

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**FLORIDA SUNFISH REGIONAL CHAMPIONSHIP**

Coconut Grove Sailing Club, Miami, FL (Sept. 21-22, 1996) — Eighty-five Sunfish and Lasers from Tampa to Key West turned out for their Regional Championships on Saturday and Sunday. It was a great regatta. The race committee work was flawless (well, almost), the sailing was good, the food and beer were great, the club managed a lot of boats, cars and trailers without too much strife, and just about everyone had a good time.

Davis Island Yacht Club took first place in the sailing, the food and beer were great, the club managed a lot of boats, cars and trailers without too much strife, and just about everyone had a good time.

Jeff Linton, three-time NA Champion from Davis Island Yacht Club, took first place in the Sunfish class followed by Mike Catalano/ Miami Yacht Club, Rod Koch/Davis Island Yacht Club, Charlie Clifton/Sarasota Sailing Squadron, and Jeff Olson/Sarasota Sailing Club.

Boat trailers without too much strife, and just about everyone had a good time.

Jeff Linton, three-time NA Champion from Davis Island Yacht Club, took first place in the Sunfish class followed by Mike Catalano/ Miami Yacht Club, Rod Koch/Davis Island Yacht Club, Charlie Clifton/Sarasota Sailing Squadron, and Jeff Olson/Sarasota Sailing Club.

Sailors downed Hurricane Reef Beer donated by the local brewery and a spread of Cuban food Saturday after the races. Race committee chair, Dick Reinke, nicely sandwiched five heats between weekend thunderstorms, managed to set good starting lines and windward legs in spite of shifty winds and got all three classes started with a minimum number of recalls, not easy to do with aggressive Sunfish and Laser sailors.

---

**GREAT PUMPKIN REGATTA**

Johnson Slough Yacht Club, Hinsdale, IL (October 26, 1996) — The turnout was good, the weather questionable. Lots of wind.... We would also like to announce for publication our 1997 dates for the Spring/Ice Breaker Regatta (April 26) and the Fall Great Pumpkin Regatta (October 18, 1997).

Johnson Slough covers approximately 35 acres, and we encourage anyone to come out and sail. There are always boats available if you can call or E-Mail in advance. There will be lunch served, and any questions can be answered by myself.

Six Races, One Throwout

<table>
<thead>
<tr>
<th>1. James Liebl (Chicago, IL)</th>
<th>76188</th>
<th>1-3-3-2-1-1</th>
<th>7.25</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. Dan Feldman (Highland Park, IL)</td>
<td>75438</td>
<td>2-2-5-7-4-2</td>
<td>15</td>
</tr>
<tr>
<td>3. Paul Wood (Mt. Prospect, IL)</td>
<td>43657</td>
<td>4-5-1-1-6-9</td>
<td>16.5</td>
</tr>
<tr>
<td>4. Jim Murphy (Glencoe, IL)</td>
<td>75066</td>
<td>dns-1-4-4-2-10</td>
<td>20.75</td>
</tr>
<tr>
<td>5. Leland Brode (Lake Bluff, IL)</td>
<td>82412</td>
<td>6-7-1-1-6-7-5</td>
<td>31</td>
</tr>
<tr>
<td>6. Jill Feldman (Highland Park, IL)</td>
<td>775</td>
<td>5-10-3-2-3-8</td>
<td>32</td>
</tr>
<tr>
<td>7. Dave Anderson (Hinsdale, IL)</td>
<td>6035X</td>
<td>3-12-2-11-12-4</td>
<td>32</td>
</tr>
<tr>
<td>8. Thomas Thorsen (Long Grove, IL)</td>
<td>77712</td>
<td>1-9-7-5-5-13</td>
<td>35</td>
</tr>
<tr>
<td>9. Dave Haufe (Hinsdale, IL)</td>
<td>60350</td>
<td>dns-1-9-14-3-8-3-6</td>
<td>46</td>
</tr>
<tr>
<td>10. Dave Brode (Lake Bluff, IL)</td>
<td>77596</td>
<td>8-11-1-2-11-12</td>
<td>48</td>
</tr>
<tr>
<td>11. Gail Turlock (Chelsea, MI)</td>
<td>24366</td>
<td>11-8-16-14-13-3</td>
<td>49</td>
</tr>
<tr>
<td>12. Sandy Youtz</td>
<td>44</td>
<td>1-1-9-9-9-11</td>
<td>50</td>
</tr>
<tr>
<td>13. Joe Creese (Glenview, IL)</td>
<td>85</td>
<td>10-12-14-15-8-7</td>
<td>51</td>
</tr>
<tr>
<td>14. Jim McCarthy (Hinsdale, IL)</td>
<td>77662</td>
<td>12-4-13-10-14-15</td>
<td>53</td>
</tr>
<tr>
<td>15. Andy Green (Hinsdale, IL)</td>
<td>609</td>
<td>7-7-10-9-dns-dns-dns</td>
<td>60</td>
</tr>
</tbody>
</table>

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**BARRINGTON YACHT CLUB**

Sunfish Fleet 155

1996-97 Winter Racing Schedule

**Fall Series**
November 3, 10, 17, and December 8 and 15

**Winter Series**
January 5, 12, 19, 26 and February 2 and 9

**Spring Series**
February 16, 23 and March 2, 9, 16 and 22*

*Narragansett Bay Yachting Association, Frostbite Regatta (All Classes)
Saturday, March 22, Newport Yacht Club, Newport, RI

**Naragansett Bay Sunfish Spring Championship**
Saturday, April 19, Barrington Yacht Club, Barrington, RI, (401) 245-1181

---

**Frostbite Sailing Results**

**A Division**

| 1st | Phil Garland, Barrington | 12 pts |
| 2nd | Bob Wart, Barrington | 13 |
| 3rd | Peter Barnes, Wellesley | 15 |

**B Division**

| 1st | Wayne Surillo, Warren | 24 pts |
| 2nd | John Hause, Barrington | 26 |
| 3rd | Marty Billett, Barrington | 37 |
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**Recognition to Sunfish Laser, Inc.** (from Andrés Santana, 1996 Sunfish Worlds Chairman) -- I would like to recognize the tremendous effort shown by Sunfish Laser, Inc. for the XXVI Sunfish World Championship. This year they provided high quality boats, very well made. Also, after our purchase order of 90 boats, they agreed to send 20 extra boats at their own expense to make possible a 110 new boats regatta. During the event Rick Fleig, the Sunfish Laser Inc. representative, made a remarkable job directing our staff to have all boats out of the boxes and ready to go before giving them to the competitors. Thanks for their valuable help and support! (Editor’s Note: Kudos that should have made the last issue if there had been space.)

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**Membership Renewal**

Membership is for the calendar year. To renew your membership, use the enclosed form, 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.