David Loring is Midwinter Winner

The Midwinter’s was hosted by Clearwater Yacht Club and Sunfish Fleet 693March 1-4, 2001. Boat launching was from the Clearwater Community Sailing Center and evening social events were at nearby CYC. Thursday’s Team Race was sailed in Clearwater Bay in a 5 to 8kt southwesterly. The three-race series won by the “Smokin Mullets” (Jeff Linton, Malcolm Smith, Mike Gable, and Joe Blouin) who won every race.

The 68-boat fleet racing series began on Friday. It was truly chamber-of-commerce weather, sunny, with white caps just starting to form on the windward-leeward course in the Gulf just south of Clearwater Pass. As Principal Race Officer David Billing said, “The races went off without a hitch, thanks to great and consistent wind”. Tom Whitehurst (Pensacola Beach YC) won the first followed by David Loring (James Island YC). Loring won the next two followed by Clinton Edwards (Bay Waveland YC) in race two and Todd Edwards (Bay Waveland YC) in race three. Everyone planed back through the pass to the Sailing Center with plenty of time to clean up for the evening festivities around the Tiki bar at the Clearwater Yacht Club.

An approaching front freshened the wind considerably overnight and built it to 18 to 20 kts out of the south by the start of the first race on Saturday. Due to the rough conditions in the gulf, a modified Olympic course was set in the bay. Even so, many found the conditions a little too lively. Many stayed on shore and some others wished they had. The combination of increasing winds (gusts to 28kts) and shallow water meant many capsizes resulting in upper spars stuck in the bottom. Several spars were bent and rescue boats were kept busy helping exhausted sailors. So many boats were needing assistance that three additional rescue boats were called in from the yacht club to help. When the spray had cleared, Hank Saurage (MISA) had won the fourth race followed by Stephen Smeulders (Island Bay YC). Further racing that day was canceled.

The weather conditions further deteriorated on Sunday with severe thunderstorms passing through. With reports forecasting continued heavy winds, all remaining races were canceled. David Loring finished in first, Malcolm Smith in second, and Hank Saurage in third. Gail Hauser of Davis Island YC was the top woman, Andrew Eagan (Bay Waveland YC) the top junior, and Malcolm Smith the top master.

Loring said, “We enjoyed the regatta very much. We had a great day on Friday in the Gulf with 8 to 14 knots and great waves. I felt a little rusty in the first race, but found the groove for the second and third and was able to separate from the pack going downwind. Upwind, the top ten or 12 were about the same speed. Because of the oscillating wind, I started near the middle of the line and favored the left side, but neither side seemed to pay consistently on Friday. It seemed important at the end of the windward leg to be sure to approach the windward mark on the lifted tack. I caught a couple of boats doing that. I think the thing that helped me the most was sailing downwind where I was able to catch a lot more waves than anyone else. I think this was probably due to lessons I learned racing the Laser in Europe”.

Indeed, several race committee observers noted that Loring’s steering and course changes were far more pronounced than that of the other top competitors and he was able to sustain his planes much longer than others. By Fuller Moore

Charlie Clifton ... The Faster Master

It came down to the last race in the seven race championship to decide the winner! The International Masters was sailed on Charlotte Harbor in Port Charlotte, Florida March 9-11, 2001. Sixty-six over-40 types gathered to compete in beautiful weather and at a great location for a regatta. See story on page 3.
2001 Midwinter Champions

FIRST PLACE
David Loring
South Carolina

SECOND PLACE & FIRST MASTER
Malcolm Smith
Bermuda

THIRD PLACE
Hank Saurage
Louisiana

FIRST WOMAN
Gail Hauser
FLORIDA

FIRST JUNIOR
Andrew Eagan
MISSISSIPPI

2001 Midwinter CHAMPIONSHIP
Clearwater Sailing Center
Clearwater YC, Clearwater, Florida
March 2-4, 2001

1 David Loring 2-1-1-6 10
2 Malcolm Smith 3-4-7-3 17
3 Hank Saurage 9-7-5-1 22
4 Ash Beatty 8-4-6-4 22
5 Bishop Stieffel 5-8-3-9 25
6 Clinton Edwards 4-2-8-12 26
7 Tom Whitehurst 1-14-6-7 28
8 Todd Edwards 6-15-2-8 31
9 Donald Martinborough 12-12-12-5 41
10 Joe Blouin 7-10-9-17 43
11 Richard Chapman 15-9-14-10 48
12 Stephen Smeulders 28-5-1-7-2 52
13 Liam Cavanaugh 10-19-19-11 59
14 David Hastings 19-18-16-23 76
15 Andrew Eagan 21-16-27-19 83
16 Dan Spray 11-31-21-22 85
17 Daniel Feldman 32-22-18-5 87
18 Art Littleton 29-38-11-16 94
19 Gail Hauser 25-13-26-34 98
20 Chris Williams 34-26-28-13 101
21 Steve Honour 13-33-36-27 109
22 O'Malley Avant 20-3-20-d 112
23 Sam Waller 17-17-10-d 113
24 Dave Kaghin 35-20-34-26 115
25 Rita Steele 18-34-33-32 117
26 Dan Karnovsky 38-24-29-29 120
27 Jean Bergman 26-27-41-31 125
28 Bill Brangiforte 14-36-13-d 132
29 Tony Elliott 40-39-39-14 132
30 David Graham 31-45-40-18 134
31 Anne Swan 23-21-23-d 136
32 Dale Dunstan 54-25-24-33 136
33 Jerry Parlee 42-28-38-28 136
34 Ron McHenry 30-23-15-d 137
35 Paul Strauley 41-35-45-24 145
36 Jim Greenfield 27-44-43-35 149
37 Donald Bergman 32-32-32-21 154
38 Tom Katterheinrich 55-52-22-30 159

39 Posy Seifert-Smeulders 22-37-31-d 159
40 Mike Baczynski 46-48-46-20 160
41 David Blouin Jr 16-29-47-d 161
42 Rod Koch 24-11-d-d 173
43 Lee Parks 44-30-30-d 173
44 Joel Heyne 39-43-25-d 176
45 Fuller Moore 45-41-35-d 190
46 Mindy Strauley 37-47-37-d 190
47 Bud Narveson d-d-40-39-36 194
48 Peter Nash 51-61-53-37 202
49 Jim Irwin 61-60-57-25 203
50 Patrick Hamilton 43-50-44-d 206
51 Charles Geick 36-53-51-d 209
52 Paul Odegard 47-42-55-d 213
53 Melissa Chapoton 33-63-50-d 215
54 Ray Buchanan 50-46-52-d 217
55 Jon Williams 52-51-48-d 220
56 Erik Erickson 53-49-56-d 227
57 Cindy Kaighn 56-55-59-d 234
58 Donald Thiedt 59-58-54-d 240
59 Judy Oberg 49-54-d-d 241
60 Bill Parke 58-56-58-d 241
61 Sarah Beth Reeves 48-57-d-d 243
62 Walt Baczynski 60-59-60-d 248
63 Richard Lambert d-d-42-d 249
64 Wilf Pabell 57-62-61-d 249
65 Joseph Gelormini 62-d-d-d 269
66 Michael Miersma 63-d-d-d 270
67 Richard Saunders d-d-d-d 276
68 Jorge Santiago d-d-d-d 276

Windward Leg - Spring 2001
Midwinter Sailors


Lower left, Hank Saurage, 12 yr. old Michael Mierswa, Joe Blouin gives a wave and Dan Feldman rides one in. Photos CC
Top, northerners, Jim Irwin, left, Chris Williams and middle left, Ted Cremer enjoy the Florida sun; middle right, Susan Gastony of Sarasota waits or race 7. Right, Gail Heausler, first woman at the Midwinter, hoists her sail at the Masters!

Below, Masters, back left, Art Littleton, 5th; Eric Erickson, 2nd GG Master; Ron McHenry, 6th; Lee Parks, 4th & 1st Apprentice; Chris Williams, 7th; Dick Tillman, 2nd Grand Master; Pat Hamilton, 3rd GG Master; Don Bergman, 2nd & 1st GG Master; Henry DeWolf, 3rd Grand Master; Jerry Parlee, 3rd Master; Front, Gail Heausler, 6th; Charlie Clifton, 1st; Mindy Strauley, Sportmanship & Jean Bergman, 3rd, 1st Grand Master & 1st Woman.

### 2001 International Masters Results

<table>
<thead>
<tr>
<th>Name</th>
<th>Time</th>
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<tbody>
<tr>
<td>Don Bergman</td>
<td>7:2:3-3:8:11-25</td>
</tr>
<tr>
<td>Jean Bergman</td>
<td>8:10-14-10:1-4-15</td>
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<tr>
<td>Lee Parks R1</td>
<td>17:22-21-1:6-2-2</td>
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<tr>
<td>Art Littleton</td>
<td>1:13-18-14:16-7</td>
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<tr>
<td>McHenry Cortland OH</td>
<td>5:14:9-9:12-14:11</td>
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<tr>
<td>Chris Williams</td>
<td>18:5:2-4-3:26-18</td>
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<tr>
<td>Gail Heausler</td>
<td>19:9:5-15:15-9-7</td>
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<td>John Spray Lake</td>
<td>11:12-4:8-26-16-9</td>
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<tr>
<td>Tony Elliott</td>
<td>6:28-23-2-7-6-19</td>
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<tr>
<td>Ted Cremer Blue</td>
<td>16:15-15:24-10-8-8</td>
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<tr>
<td>Mindy Strasburg</td>
<td>2:25-33-25-21-3-4</td>
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<tr>
<td>Dick Tillman LG</td>
<td>13:1-11-20-d-1-3</td>
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<tr>
<td>Parlee Corp.</td>
<td>9:16-17-36:5-13-31</td>
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<tr>
<td>Jim Stewart</td>
<td>31:24-7-13-28-25-20</td>
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<tr>
<td>Henry DeWolf City</td>
<td>20:8-22-27-18-33-24</td>
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<tr>
<td>Jim Irwin</td>
<td>25:34-42-12-24-10-10</td>
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<tr>
<td>Jim Greenfield</td>
<td>15:30-29-19:9-36-22</td>
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<tr>
<td>Dale Dunston</td>
<td>37:18-45:7-13-29-14</td>
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<tr>
<td>Gordon Geick</td>
<td>14:20-16-11:52-18-42</td>
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<td>Linda Tillman LG</td>
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<td>Erik Erickson</td>
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<td>Patrick Hamilton</td>
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<td>Judy Oberg</td>
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<td>Costance Miller</td>
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<td>Mark Rother Largo</td>
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<td>Cindy Kaighin</td>
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<td>Rita Steele</td>
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<td>Rick Pantall</td>
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<tr>
<td>Bill Cash</td>
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<td>Paul Odegard</td>
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<td>Tom L Katterleinich</td>
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<td>Vic Manning</td>
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<td>Dave Kaighin</td>
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<td>John Fletcher</td>
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<td>Richard Lament</td>
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<td>Mark Milner Big</td>
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<tr>
<td>Gail Turluck</td>
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<td>Pat Manning</td>
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<td>Peter Nash</td>
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<td>Ed Carney</td>
<td>45:57-51:30-61:49-39</td>
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<tr>
<td>Donald Thiedt</td>
<td>30:42-24-d-29-37-30</td>
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<tr>
<td>Susan Custany</td>
<td>44:47-49:51-44-52-48</td>
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<td>Walter M Baczynski</td>
<td>43:46-47:55-50-50-47</td>
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<tr>
<td>Carol Park</td>
<td>36-d-10-42:56-d-d</td>
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<td>Bill Park State</td>
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<tr>
<td>Mary K Keppel</td>
<td>58:d-39:47-57-d-46</td>
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<tr>
<td>Donald Hoxkins</td>
<td>56:60-59-58-54-60-53</td>
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<td>David Blake</td>
<td>57:59-d-61:62-54-60</td>
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<tr>
<td>Ray Cash</td>
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</tr>
<tr>
<td>Jomne Salvador Ft</td>
<td>d-d-d-d-64-62-58</td>
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Masters jus' wanna have fun...!
Masters Clifton, Bergmans Battle it out!

Winds were light to medium in the first two races at the 2001 International Masters Championship, giving everyone a chance to get their bearings. A third race on Friday was heavier, giving a nice variety of conditions to the sailors. In the first, Art Littleton of New Jersey had a nice lead, and Paul and Mindy Strauley passed Cindy Clifton around the last mark to get a second and third. Former champs Dick Tillman and Don Bergman led in the second race with Linda Tillman taking a close third. Charlie Clifton surfaced in the third race to win, leaving Don in first after three races.

Saturday dawned very light and the breeze was slow to fill. Current was a major factor, taking out the port side of the course. Mark roundings were crowded and changes in position were not uncommon from leg to leg. Don, Dick, Jean Bergman and Charlie battled it out for the lead but an OCS by Dick put him out of the running in the no-throw-out series. Jean, Dick and Lee Parks each won a race, but that still left Don and Charlie in first and second, separated by five points going in to the last race on Sunday.

Sunday was even lighter, and the last race was postponed until there were signs of the sea breeze. A light westerly filled in, but current was still a factor. Paul Strauley took the lead and never looked back. Lee, Dick, and Mindy followed closely, ahead of Charlie. Don, however got hindered by the crowd at the start and began a slow climb toward the leaders. Charlie, with the goal of keeping 5 boats ahead of Don, managed to stay ahead, and finished fifth in the last race, to take the Championship, his first in this regatta! Cindy Clifton.

Beachside in Port Charlotte

Rick Pantall and Jay Montero were a two man army, putting together a fantastic Masters’ International Championship, sailed in Charlotte Harbor, FL. The site, a hotel where sailors could stay was perfect, as most fell out their room into their boats, or out of their boats and into their room. 66 Sunfishers and families enjoyed great weather and good sailing. A dinner out for most on Friday was at a local seafood restaurant where, as usual the sailors were the last ones to leave. After racing on Saturday, a delicious dinner was served along with the free flowing keg of beer. This was only the beginning of fun however as a Sunfish trivia contest followed and teams formed to test their memories. Tell you the truth, I forget who won it, but they received a whole bunch of prizes...Next was a “Shot and Knot” contest, a test of bowline tying, lassoing a post and chugging a beer. Gail Heausler is a real talent...partyng continued on to Fisherman’s Wharf & Harpoon Harry’s and I hear that was outstanding. Details were not exactly forthcoming from Connie Miller & Rick on that one. Gail Turluck might have some insight, however, if she remembers table dancing with her head...

Rick, Jay and Rick’s wife Anne did a terrific job including making the beautiful trophies, collecting and donating door prizes, setting up the site to make everyone enjoy themselves and arranging for 40 pizzas for Sunday’s lunch. Giving trophies like Best Couple (best finishes combined), farthest traveler & Biggest Whiner added to the fun. The Bergmans won fastest couple, Peter Nash came from Vancouver, Canada, and I wish I could say I got Best Winner, not Best Whiner...Oh well, I still had a great time and everyone wants to come back for another Charlotte Harbor regatta. CC
I am delighted to see the number of new sailors to Sunfish, chatting on the website, asking questions about the boat, looking for fleets and events to attend. I want to encourage each of you to reach out and bring someone new into the Class this year. It's important that we promote and build the Class to ensure our strength in the Sailing Community.

A big personal “Thank You” to the event organizers, the regatta support teams, the clubs and sites for hosting this years Midwinters and International Masters. Both events were well attended with some 68 boats registered at each event. This was a great start to the racing season.

As we begin the new racing season, some of the ideas that you, the membership, have presented to various council members are starting to show up. For example, in the Northeast all of the Regional Reps have gotten together and were able to resolve most of the overlapping events, which means that our Northeastern competitors have more regattas to go to this year and a better chance to earn a berth at the Worlds. In the South, a new circuit has been set up for just Junior and Women. The idea is to have a number of regattas where they have a chance to just compete with each other and hopefully draw in more people. Our Masters' Coordinator has been working hard to establish a number of new Masters events across the country and she has worked with the International Masters Regatta Chairmen to establish uniform racing procedures, scoring and trophies format for both events. I have individuals wanting to work with our Rules Committee to review our National Events and reporting procedures of the winners along with our Regatta procedures for all national events and to ensure uniformity for all USSCA events. I also formed an ad hoc Committee to establish the procedures to qualify for the next Pan Am Games where Sunfish will be one of the boats competing. The qualification procedures and runoff will be presented at the North American's and published in the next Windward Leg.

Coming up at the NA's is the election of some of the Class Officers and Regional Representatives. We know that not all of you will be there, so it is important for each of you to take a moment to consider whom you want as your class representative. The positions up for election this year include one Advisory Council Member and several Regional Representatives. A slate of individuals who have already announced they will be running for a position and are listed in this edition along with a ballot for you to vote with. If you are interested in one of the positions or know of someone who wants to be considered, please send their names to the nominating committee for inclusion in the slate of nominees presented at the Annual Meeting. If voting by mail, please send your ballots to the Class Secretary by July 15 and include your membership number on your ballot.

I look forward to seeing each of you at various events through the year, so tune up your Sunfish come out and play, support your local events and "Remember the chant... Sunfish...Sunfish...Sunfish".
Quality Control Procedures for the Sunfish Race Sail
by Vanguard President, Chip Johns

During the Sunfish 50th Anniversary Celebration this fall in Newport, Gordon Geick had a long discussion with me regarding the Sunfish Race Sail. He was involved 14 years ago in the development of the current race sail and he wanted to be assured that the current production techniques were still producing the sail, which was developed and defined in 1988.

The current Sunfish race sail was developed by Hans Fogh and approved by representatives from the Class including Gordon Geick, Paul Odergard, and Alan Scharfe. Panel patterns, dimensions, seam width, leech tabling, luff and leech tapes, and grommet size and location were specified and a general specification for the cloth was agreed upon. The general specification of the cloth indicated the type of cloth as opposed to the actual characteristics of the cloth.

This new sail was produced by North Sails in its Toronto loft. The new sail was first shipped to customers in 1988. North sails in Toronto produced this sail from 1988 until 1997.

Vanguard purchased the rights to the Sunfish in 1997. Shortly after that North Sails indicated that they were developing an offshore one design production facility in Sri Lanka and North would like to produce all of Vanguard's one design sails in this facility. This move offered Vanguard and our customers two significant opportunities: increased ability to control future cost increases and increased quality because of the ability to add quality checks. This move also had significant risks, less opportunity to check production of our sails on a first hand basis and a very long lead time for the building cycle.

Understanding the benefits and the risks of this move, Vanguard and North set out to gain as much as possible in this opportunity. North committed to moving their production manager from Toronto to Sri Lanka to head up the sail production and train the local labor and management team. Vanguard committed some of our manufacturing expertise to help North create a Manufacturing and Quality System which would guarantee that Vanguard and our customers would receive the best and most consistent sails possible.

Manufacturing instructions and procedures and QC procedures were written for all the sails that North produced for Vanguard. All existing patterns for the cloth panels were shipped from Toronto to Sri Lanka. Sophisticated, state of the art cloth testing machines were set up in Sri Lanka and technicians were trained in their use.

The QC procedure's goal that North and Vanguard developed for the Sunfish Race Sail was to ensure that we supplied sails to the Sunfish Class that were of equal or more consistent quality than the Class had seen over the previous ten years. In concert with the Sunfish Class (represented by Paul Jon Patin) we added a new performance specification for the cloth. The original cloth specification was limited to a type of cloth as opposed to a specification, which called out stretch characteristics.

The actual measurement and tracking of the quality of the Sunfish race sail starts before the cloth is shipped to Sri Lanka. All of the Sunfish race sail cloth batches are measured for fill and warp stretch before and after flutter. This process "accepts" the cloth for use in the Sunfish Race Sail. Once this cloth reaches Sri Lanka the cloth is tested again using the equipment in Sri Lanka. The cloth is then accepted or rejected.

Cloth panels are then stack cut from the same patterns that were used in Toronto.

A set of master patterns are in the Sri Lanka facility in order to check the manufacturing patterns if necessary. Sails are then assembled and sewn using highly trained personnel. Each sail is individually serialized for identification if there is a problem with the sail sometime during its life.

A randomly selected sample of no fewer than 1 in 20 sails produced is fully measured to check and track the performance of the panel cutter, assembler, and sewers. Every sail is inspected for assembly and finish production before it is packaged.

One master sail certified to be acceptable is kept in the Sri Lanka facility to use as a comparison if there are any questions about any particular inspected sail.

The cloth is tested twice after it is used, the cutters and assemblers are trained prior to production, the sails are sampled for dimensional accuracy, and 100% of the sails are checked for assembly and finish issues.

My experience tells me that this is the most controlled sailmaking operation in the world. North and Vanguard have worked very hard to bring this quality to the Sunfish Class (and our other classes) and we appreciate your loyalty to us as a result of this and other work we do.
WOMEN'S NORTH AMERICAN SUNFISH CHAMPIONSHIP 2001
September 22 & 23, 2001 Moriches Yacht Club, Center Moriches, N.Y.
Notice of Regatta

RULES: The regatta will be governed by the current Racing Rules of Sailing (RES), the prescriptions of the U.S. Sailing association, the rules of the International Sunfish Class, (except as any of these are altered by the Sailing Instructions) and by the Sailing Instructions. The regatta is classified as a Category "A" event in accordance with RRS 79, Event Classification: Advertising and Appendix G.

ELIGIBILITY & ENTRY: The regatta is open to all female current members of the International Sunfish Class. Membership cards must be presented at check-in. Membership applications will be available at registration. Although the event is open to women of all ages a contestant shall not race as a junior if her 18th birthday falls in the calendar year of the regatta. Completing a registration form and paying the required fees will enter eligible yachts. Sailing instructions will be available at check-in beginning on Friday September 21st.

SCHEDULE OF EVENTS
Friday, September 21, 2001
12:00 Noon -1:30 Registration and check-in.
2:00 pm First signal for practice race.
6:00 pm Registration and Welcome Party, hosted by Members of Moriches Yacht Club.

Saturday, September 22, 2001
8:30 am -10:30 am Coffee served, Registration and Check-in.
11:00 am COMPETITOR'S MEETING.
12:50 pm Warning signal for First Race. Additional races to follow.
6:30 pm Saturday Night Dinner.

Sunday, September 23, 2001
8:00 am Coffee served.
9:50 am Warning signal for first. Additional races to follow if needed. No race will start after 12:30 pm
6:30 pm Saturday Night Dinner. Awards as soon as reasonable after racing.

SCORING & PRIZES: The Low Point Scoring System of Appendix A of the racing rules will apply, seven (7) or more races are scheduled of which one shall be completed to constitute a regatta, except as modified in the sailing instructions with regards to boats not competing in one or more individual races. Each boat's series score will be the total of her race scores, discarding her worst score if six (6) or more races are completed, except when prohibited in rule A1.3. Because this is a qualifying event for the Sunfish Worlds, the top finisher will be qualified to receive a bid to the 2002 Sunfish World Championship. Prizes will be awarded to the top six (6) finishers.

OTHER INFORMATION, LODGING & CHARTERS: Members of Moriches YC, and the local Sunfish fleets, will attempt to provide housing for all out-of-town competitors. For further information on this regatta, housing or boat charters, contact, Tony Di Resta at (631) 878 8710, RAD4938@JUNO.COM, or Kenneth Mockridge Jr., at (631) 878-1097, SMOCK99@AOL.COM.

REGATTA ENTRY FEES: A Regatta entry fee of $45.00 will include all racing, a dinner on Saturday night, breakfast, and a souvenir for all competitors, and prizes for the top finishers. CURRENT MEMBERSHIP CARD MUST BE PRESENTED AT REGISTRATION. Mail check for $45.00 (Add $5.00 if not providing USSA#) payable to: Moriches Yacht Club. PO Box 827, Center Moriches, N.Y. 11934

Use Registration Form on Page 26

Sailaction's toll free number was wrong in the last Leg, please note the correct number and give them a call!

Sailaction Inc.
The Sailboat Shop

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**SUNFISH NORTH AMERICAN CHAMPIONSHIP**

NORTH SHORE YACHT CLUB/LAKE BLUFF YACHT CLUB
HIGHLAND PARK, IL
July 30-August 4, 2001

**THIS NOTICE OF RACE SUPERCEDES ALL PREVIOUS NOTICES** CURRENT AS OF 3/21/01

1. **Rules:** The regatta will be governed by the 2001-2004 racing rules of sailing, the prescriptions of the US Sailing Association, the rules of the International Sunfish Class Association, except as any of these altered by the Sailing Instructions. The regatta is designated Category A.

2. **Eligibility and Entry:** Each competitor shall be a current year (2001) member of their respective country’s Sunfish Class Association. All sailors will be sailing in the Championship Series with no Elimination Series. Juniors shall not reach 18 years of age in the calendar year of the regatta. Midgets shall not reach 14 years of age in the calendar year of the regatta. All juniors and midgets will be eligible to participate in the Championship Series. USSCA membership forms will be available at registration. See attached registration form for entry fees. All boats will be measured against the class rules prior to the regatta.

3. **Advertising:** Boats may be required to display advertising as per ISAF regulation 20.

4. **Schedule of events:**

   **Monday, July 30**
   - Junior Registration and Measurement: 4pm-8pm
   - Junior Race Clinic: 6pm-8pm

   **Tuesday, July 31**
   - Junior Registration and Measurement: 8am-10am
   - Skipper’s meeting-Junior/Midget NA’s: 10:30am
   - First Race-Junior/MidgetNA’s: 11:30am
   - Additional races to follow

   **Wednesday, Aug 1**
   - Warning signal-Junior/Midget NA’s: TBA
   - Additional races to follow-no start after 12:30pm

   **North American Championship**
   - Registration and Measurement: 12pm-8pm
   - Practice Race: 2pm
   - Junior/Midget NA’s Awards Dinner: 6:30pm

   **Thursday, Aug 2**
   - Skipper’s Meeting: 10am
   - First Race: 11am
   - Additional races to follow
   - Dinner: 6:30pm

   **Friday, Aug 3**
   - Warning signal: TBA
   - Additional races to follow

   **Saturday, Aug 4**
   - Warning Signal: TBA
   - Additional races to follow
   - NA’s Championship Dinner: 7pm

5. **Advance Registration:** Competitors may register on-line or by completing the entry form and sending it with the appropriate fees to: Lake Bluff Yacht Club, PO Box 292, Lake Bluff, IL 60044.

6. **Sailing Instructions:** Will be available at the registration desk.

7. **Courses:** The courses will be Windward/Leeward, Triangle or a combination thereof.

8. **Number of Races:** Six races are scheduled for the Junior/Midget Championship, with one throw-out if all six races are completed. One race shall constitute a regatta. Eight races are scheduled for the Championship Series with one throw-out if six races are completed. One race shall constitute a regatta.

9. **Scoring:** Scoring will be low point scoring system in accordance with RR Appendix A2

10. **Prizes:** Prizes will be awarded to the first ten finishers in the Championship Series. Prizes will be awarded to the top 5 in the Junior/Midget Championship Series.

11. **Radios:** On-board radios shall only monitor channels 9, 16 and WX while on the water.

12. **Regatta Site:** The North Shore Yacht Club is located in at the foot of Park Avenue in Highland Park, IL. From US 41 proceed east on Central Ave. to St. Johns. Turn left and go 1 block to Park. Turn right and proceed down the hill to the club.

13. **Additional Information:** Registration forms and additional information are available from the following: www.sunfishclass.org, www.windline.net, or by calling Dan Feldman 847-579-9223. Charter Boats will be available through WindLine Sails.

14. **Changes to the Rules:** This NOR is subject to change as required by the new 2001-2004 rules when they come into effect.

   For housing information contact Susan Douglas at: 847-432-7465

**GO TO:** www.lakebluffyachtclub.org to register online!  

**See fees and entry form on page 26.**

Windward Leg - Spring 2001
USSCA ELECTION 2001 BALLOT

USSCA Officers & Regional Representatives
Ballot (via email or US Mail) must be in USSCA Secretary’s hands by July 20, 2001. You may fill out this form (or make copy) & send it to: Betsy Schmidt 25 E. Issacs Dr. Rehoboth Beach, DE 19971 or email: Betsy Schmidt(bschmidt1@pghboe.net) with your membership(sail) number, ________ your region _______ _______ and your votes.

The voting for these candidates will also take place at the Sunfish North American Championship Class Meeting, in August, at the North Shore Yacht Club, Highland Park, IL.

USSCA positions (vote for 2)

Advisory Council Nominees
Dan Feldman ____________
Paul-Jon Patin ____________
Chris Williams ____________
Malcolm Dickinson ____________
Write in candidate ____________
Write in candidate ____________

Regional Representatives: vote for only ONE representative!! {you must be from that Region to vote for that Representative}

Western (WA, CA, OR, NV, ID, UT, AZ, HI, AK)
Robert Cronin ____________
Write in candidate ____________

Gulf Coast (LA, MS, AL, AR, FL Pan.)
Clinton Edwards ____________
Write in candidate ____________

Southwest (TX, OK, KS, CO, NM)
Pat Manning ____________
Write in candidate ____________

Midwest (OH, IL, IN, MI, KY, MO, WI)
Tom Katterheinrich ____________
Write in candidate ____________

Inland Lakes (IA, MN, SD, ND, NE, WY, MT, WI)
Joe Richardson ____________
Write in candidate ____________

Ballot provided by nominating Committee Chairman, Tom Katterheinrich

Putting Stuff in the Leg...
To get articles in the Windward Leg, you may:
* email to: WindwardLeg@aol.com
* fax them to 941-955-0276.
* send them to me at: 329 Central Ave., Sarasota, FL 34236
* call me at 941-955-0984.
Remember that most readers like to see hometown and per race results as well as a synopsis of the race conditions or antidotes about the regatta. Pictures are great to add to the story, please include the photographer’s name so he or she may be credited.

If you put the results on the listserv they may not reach my attention so please send them to me as well so I know you want them to be included in the Leg. If you email your information, it really helps me to have a print out of your story, in case the information gets lost in cyberspace.

Thanks for all the great news and results!

Windward Leg
Editor: Cindy Clifton
The Windward Leg, the official newsletter of the International Sunfish Class Assoc., is published three times yearly for the information and enjoyment of its members, families and friends. Subscriptions are available through membership in USSCA or an NSCA. For membership information write: U.S. Sunfish Class Association PO. Box 300128 Waterford, MI 48330-1028

Articles of interest, features, photos, and all regatta results are welcomed. For results, include in finish order: 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. Send articles to: Cindy Clifton/Windward Leg 329 Central Avenue Sarasota, FL 34236 Email: WindwardLeg@aol.com 941-365-5694 Fax 941-955-0276

Submission deadlines for future issues are: Summer: August 20, 2001 Fall/Winter: December 20, 2001 Spring 2002: April 20, 2002

It was pretty windy in Austin at the women's so I went back to work on the Leg . . .
Ash Beatty is US Master!!

Atypical of conditions on Bay of St. Louis, the 2000 U.S. Masters were greeted by the first cold front of the year. Instead of blowing through in one day, the front was side-swiping the Gulf Coast and the winds didn’t relent until Monday evening.

Friday’s practice race was canceled due to rain from the leading edge of the front, but that didn’t dampen the spirits of the competitors who watched from the club. As the rain ceased, plans for the evening came together and sailors (under the brave leadership of the Regatta and Race Committees) ventured to the International Food Fest and the local watering holes. The Cruising the Coast, a weeklong event, brought some incredible vintage cars to the area for us to see.

Saturday opened with steady 15-17 kts out of the north and temperatures lingered between 55 and 60 - even Ash Beatty sailed off the beach with a Jens in. Occasionally, the winds dipped below 12 kts, but never for long. Local, Marc Eagan, took the pin end in race one with Donnie Brennan right off of his hip. They had the top two spots around the entire course and finished 1, 2. The interesting thing was that they were just about the heaviest and lightest competitors on the course.

Marc led race 2 again for a leg and a half, but reaching and downwind on a Sunfish, as we all know, can be tricky, and the regulars eventually reeled him in. Ash was the first to get by him and held on to win race 2. Ash led wire to wire in race 3, but while the wind was steadily continuing each race, Tom Whitehurst continued to improve as the conditions became more difficult, winning the last race in 22 kts to overcome the consistent sailing of Rod Koch and Dick Tillman. Incidentally, Rod was leading at the bottom mark of the Gold Cup last race, when an autotack shift knocked three of the top six out of their boats!

Conditions deteriorated through the night and Sunday’s races were canceled.

Clinton Edwards

US Masters Championships
Bay Waveland YC
Bay St. Louis, MS
Oct. 7-8, 2000

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</table>

Regatta Results

Remember... USSCA Class membership entitles you to race at these World qualifying events:

- All Regionals (16 spots yearly),
- Midwinter Championship,
- Master's National Championship (age over 40),
- North American Championship
- Women's NA Championship
- Junior NA Championship
- The International Masters qualifies the winner only for one spot, it is not a US qualifier.

The qualifying races in 2000 qualify one for the 2001 Worlds.

Please note: there is a possibility that if you have not joined the class by the time a qualifying regatta starts, you jeopardize your finish in that regatta and can not be invited to participate in the worlds as an USSCA sailor. Please join & support the Sunfish Class! USSCA rules state that you must be an ISCA member to compete in Class sanctioned international events including the World Championships (Rule 10.5).

2001 US MASTERS
June 22-23, 2001
YC of Stone Harbor
Stone Harbor, New Jersey
Call Dob Mehl
317 89th St.
Stone Harbor, NJ 08247
609-368-6511

2000 Devil’s Lake Regatta

Winners of the 2000 Devil’s Lake Regatta:
front l-r: Laura Turluck 1st Jr, Bob Morse 2nd Jr,
Middle: Derrick Fries 1st; Dan Feldman 2nd;
Rich Chapman 3rd; Ron McHenry 4th;
Jon Wedemeyer, 5th Back: Mike Scriver 6th,
Tom Katterheinrich 7th; James Irwin 8th;
Pete Shumaker 9th; Gail Turluck 10th.

Windward Leg - Spring 2001

Left, Winners including Bud Narveson, Peter Wienscher, Dick Tillman, Tom Whitehurst, Mark Eagan, Front row: Ash Beatty, Mike Carron, Connie Miller & Rod Koch. Just above a start in windy conditions and above, Ash receives 1st place from Clinton Edwards and the Commodore Judy Reeves of BWYC.
Any and everything Sunfish online

www.apsltd.com
The 2001 South American & Caribbean Championship

The wind came in like clockwork every day at noon. The temperature was perfect with humidity much lower than normal Caribbean conditions due to an arid peninsula between the sea and the lake. The palm fronds bent over farther and farther throughout the regatta. Everyone's needs were fulfilled. The starting line was three minutes from the launching area. Nothing was lacking at the 10th South American and Caribbean Championship held in Maracaibo, Venezuela March 1, 2, & 3.

Luis Alberto Olcese (Perú) displayed the boatspeed he had at the World's without the problems he had in Sarasota. But he did not take the lead until the last day and was pushed hard by the Venezuelan contingent.

Wilo Capelletti (Perú) began the regatta by winning the first race by a large margin. The Venezuelanos came right back as Eduardo González and Johnny Bilbao won the next two in steadily building breeze. This left the hometown favorite, Macucu Eduardo González, in first place by two points.

As the fleet returned to the harbor at the end of day one, they were greeted with applause and cheering from the crowd gathered on the ferry boat/yacht club. What appeared at first to be salutation of Eduardo's lead in the regatta, turned out to be a nice surprise for the win. Andrei Quintero (Colombia), 15 years old and 98lbs., rocketed from the back to the front of the fleet to challenge the leaders.

The second day provided the same conditions as the first but fleet was beginning to spread out along the line, formed a large clump as the conditions had been spread out along the line. The wind came in like clockwork every day at noon. The temperature was perfect suitings.

The fourth race.

The breeze picked up and the starting line was once again a battle scene. David Fernandez (Puerto Rico) jumped out to a big lead which he held until the last beat when he was passed by your author. Olcese stayed with Bilbao to clinch the title.

The last day began with the lightest breeze of the regatta. The fleet, which throughout the regatta had been spread out along the line, formed a large clump as the Peruvians and Venezuelanos attacked Bilbao and Olcese like Conquistadors and Incas. Pram whis Diego Zimmerman (Perú) sprang loose and beat out a pack of the smallest sailors for the win. Andrei Quintero (Colombia), 15 years old and 98 lbs., rocketed from the back to the front of the fleet to challenge the leaders.

Bilbao and Olcese were massacred but Olcese had not yet had a bad race and moved into a 6 point lead as Bilbao now had to count his 12th from race 2.

The breeze picked up and the starting line was once again a battle scene. David Fernandez (Puerto Rico) jumped out to a big lead which he held until the last beat when he was passed by your author. Olcese stayed with Bilbao to clinch the title.

After the Anti Doping Test (for which a local elixir called "Regional" guarantees negative result), dinner and awards were presented in idyllic climate on the shore of the lake under stars and waving palms. The Conquistador Olcese accepted the bucket sized solid silver perpetual trophy and then was ceremoniously launched into the churning waters.

The View from Curacao!

by Alex Roose

Editor's note: Alex Roose wrote this in what he called "Caracolenglish" and I have preserved most of his story. He writes pretty good in English! Thanks Alex!

What a present to be a participant at the South Americans! Great people, great location and sometimes great wind. As former world's organizer, I can say what it takes to organize the whole regatta, and in this view Los Andes Yacht Club did a very good job. The hotel was a three day marathon. But the atmosphere inside is as if you're sailing the Atlantic in the '50s, spick and span dining room with beautiful hard wooden tables and chairs. The only disadvantage is that the ferry boat was not built to have a passenger like me, sized 6'6"!

From the very first day, I had the feeling that this location might be a fantastic location for a near future worlds. The wind, zero in the morning picks up midday and is blowing 15-20 late afternoon. Funny enough this is still the case at midnight and this gives the impression that it might blow like hell next morning, which is not the case. This championship is tasting for more, so if the usual world's boat problem is solved, Maracaibo's Los Andes Yacht Club will be the spot to be!

Regatta Results

<table>
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<td>Johnny Bilbao, Venezuela</td>
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<td>Charlie Clifton</td>
<td>14-5-6-1-8-0-D-5-0</td>
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<td>Zimmerman, Peru</td>
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<td>Eduardo Gonzalez, Venezuela</td>
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<td>David Fernandez, P. Rico</td>
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**Nonfiction, Second Wind: A Sunfish Sailor's Odyssey, by Nathaniel Philbrick, Parnassus Imprints, Hyannis, MA, 1999**

In 1978, at age 22, Nat Philbrick won the Sunfish North American Championship. Fifteen years later, with two children and a wife at the center of his life, Philbrick decides to try it again.

The saga of resurrecting his sap-and-dirt encrusted Sunfish, of practicing during the winter of 1992 on Nantucket Island, and of finding what his kids jokingly referred to as "a life," turns into the most pleasant kind of memoir. Unmarred by nostalgia, clearly-eyed about his own shortcomings, Philbrick takes us along on his adventure as he rediscovers what's truly important to himself.

He starts by skippering a Beetlecat in a local race, thinking that it will be a walk in the park to beat the locals. "There is nothing worse than being pinned against a mark in a strong tide. It's humiliating, particularly when your wife and children sail past, singing 'Found a Peanut.'"

Philbrick then figures out a plan: he'll sail the ponds of Nantucket, to get himself into shape for the lake conditions at the upcoming North Americans. One pond a week, all winter. Philbrick introduces us to the ponds: in one, the cranberries are being harvested. It's the largest cranberry bog in the United States. Another pond is in the midst of an age-old ritual: a yearly flushing with salt water with a little help of man.

In other words, Philbrick gives his readers more than a comeback story, it's a way back story. History lessons, philosophy on winning and parenting, and above all, an appreciation for the present speed Philbrick on his way.

While Philbrick didn't end up repeating history, he finished a very respectable seventh, and found a measure of peace and acceptance that is to be admired.

I enjoyed Philbrick's story, and not just, I have to admit, because of the familiar names from the Sunfish class. (Although there's a paragraph I had to read out loud to my husband, who did win the NA's that year!) There is an undeniable charm to reading about things one knows, but Philbrick's writing holds up even without the draw of familiar people and events.

**Recommendation on the Half-Shell**

Second Wind is an enjoyable memoir about a one-design sailor who returns to the Sunfish class after fifteen years. Good reading for sailors, or for folks who wish to understand why sailors want to venture onto deep water in a 13-foot dinghy when it's cold and blowing stink-o. Thanks to Peg Beadle of the U.S. Sunfish class, for lending me a copy of Second Wind.

---

In an interview with the Boston Globe, Nat Philbrick said his favorite spot on the earth is "a sailboat." His tips: "Tack on the headers", and "Always have the tiller." He won the 1978 North American's in Barrington, RI. He also sailed in the North Americans in Springfield, IL in 1993 and as a former winner, he was already qualified for the Championship series. Leading by about 20 boats in one of the qualifiers, he peeled off and let me win that race, just about the only big race I have ever won! That was really a nice touch and I will always remember it. It was indeed a pleasure to become acquainted with him. Let's hope he comes out and challenges us again! CC
1st Biennial Caribbean Flotilla
Cruise - Outstanding!

I'm sure you all seen the Caribbean charter ads in marine publications and wondered of the claimed "paradise afloat" is really as great as the ads depict - well, 13 Sunfishers, aboard three boats, checked it out in January and here is our firsthand report.

The British Virgin Islands venue was very appropriate for first-time bareboaters: warm tradewinds, deep/clear waters, line-of-sight/no brainer navigation, plus a nice mix of quiet private harbors, bustling beach bars, or shopping stop-overs were all available. The local restaurant food was expensive, but oh, sooo good! Because of the compactness of the VI's, daysails can be kept to a minimum (1.5 to max. 4 hours typical.) The natural beauty of the area is just breathtaking with many islands sparsely inhabited. The snorkeling was terrific thanks to the careful preservation of the sea bottom (moorings were provided in critical areas to discourage anchoring near coral).

The spectrum of boats available for charter in the islands is mindboggling. One must choose from among racing boats, cruising monohulls, catamarans, or trawlers, all coming in a variety of lengths and ages; either bareboat or captained. Furthermore, the number of charter companies to choose from is also overwhelming. For our first-time charter, we chose to go with a highly recommended "first class" outfit, The Moorings, that has been in business over 30 years. This choice turned out to be a good one, - the charter boats and the service lived up to their fine reputation.

A few HIGHLIGHTS of our adventure:
* After check-in/orientation the Sunfish arrival party promptly started aboard our fat (45' long/24' beam) cat and endured till our week's supply of Mt. Gay was consumed, and we hadn't even left the dock yet. Luckily, the Friths had lugged "Dark & Stormy" supplies all the way from Bermuda - sigh, the week could begin.
* Snorkeling throughout the islands was just superb, but the real fun was in reboarding the dinghy or kayaks - somewhat like a beached whale scene. The many snap shots of these hilarious efforts have been censored to protect the innocent.
* The Virgin's will never be the same again - after evening bagpipe serenades at sunset thanks to David Frith. Even Gordie Geick had a piped wake-up call when he tried to sneak a nap during happy hour.
* The culinary highlight of the week was Chef Joel Furman's homemade pancake breakfast beginning at 0730 when hangovers were still blooming. Thanks again Joel, but next time let's do it later and don't forget to bring the blueberries.
* Ask Lee Parks sometime about here midnight fantasy of hairy legs walking over her open hatch.
* Lesson learned: Don't ever let Gordie Geick mix you a "Dark and Stormy" he does not know the difference between light and dark!
* The planned Sunfish/Laser racing at the beautiful Bitter End YC never did happen. The olde timers were just tuckered out to compete and the local scenery was just too nice to miss.
* The first ever "Fox-trot" long distance (from BEYC to Foxy's Beach Bar) race did happen under the following strict Island racing rules:
  1. The monohulls were given a 1/2 hour advance start before the fat cat.
  2. Anything goes, no rules, no protests allowed, no limit on sail type/size.
  3. 3-minute dinghy start (start by dropping mooring pendant.)
  4. First one to get to Foxy's bar and have Foxy himself document their arrival time wins.

The sail portion of the race was easily won by the fat cat ("Copesetic"), thanks to 4 linesheets, wind scoops and 3 bras deployed as spinnakers. The Mt. Gay award however, went to the first-to-harbor (under power) Bermudian/Canadian 32' monohull, "Caarapan". The dreaded "DFL" (Dead Friggin' Last, 3rd out of 3) award went to Joel and his new bride Sheryl aboard appropriately named "Honey Moon".

In summary, it was a fun filled week in paradise with lots of laughs and good Sunfish chatter. Start saving your shekels now for the 2nd biennial cruise, tentatively planned for January of '03.

Respectfully submitted, Cruisemeister Odie.

Far left l-r: Teresa & Patrick, Charley Berry, Peg Frith, Gordie Geick, Gibby Berry, David Frith, Polly & Paul Odegard, Elaine Geick, Lee Parks. Left: Gordie Geick. Lower left: Kayakers Lee Parks and the Berries. Left: the Moorings Fleet. Above top, the Fat Cat; middle: Joel & Sheryl Furman and above, David Frith on the bagpipes.
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The Daysail (standard) is available in colors
some listed below. Complete listing
on our website
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Sails for Sunfish

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<td>Racing - White w/ window, white luff</td>
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### Regional Results

#### Beatty Beats All in SW!!

**Southwest Regional #2**

**Seabrook, TX**

**Sept. 16-17, 2000**

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**Hank Saurage is Gulf King**

In less than 8 knots, really averaging about 5 knots, Hank Saurage proved that "big boys" can move in light air. The real racing was between Marcel Marquette and Clinton Edwards for the bid and the last leg of regatta where Ash, Bishop, Clinton, and Marcel were basically tied. Congratulations to Hank for winning the 2000 Gulf Coast Regionals.

### Gulf Coast Regional

**Ponchartrain YC**

**Mandeville, LA**

**Sept. 9-10 2000**

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### Gulf Coast Regional

**Midwest Regional**

**North Shore YC**

**Highland Park, IL**

**Sept. 2-3, 2000**

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**Windward Leg - Spring 2001**
Wet & Cold Juniors!

1st GulfCoast Junior Circuit Stop

This regatta lived up to its name as the mid 50 degree temperatures and the 15 knot winds made things a little chilly. Saturday morning's first race saw 5 knots from the NW. The sea breeze filled in for the following three races of the day challenging the juniors with 12 to 15 knots.

Sunday morning the sailors were met with NW winds again but this time 15 knots. The winds diminished to for the next race but the seas did not. Several Juniors asked how to handle the chop.

Current Junior NA Champ Karl Kleinschrodt dominated the event but was followed closely Sam Waller, Andrew Eagan and Katia Riise. Third place finisher Andrew Eagan was quick to point out to Karl that his trophy was gold. It was quickly noted however, that his was bronze and not gold. Maybe next time Drew!!!

Many thanks to the Fairhope Yacht Club are a gracious host for these events.

Next Circuit Race for the junior will be June 23 at BWYC.

We look forward to seeing more juniors come out and improve their skills. By Clinton Edwards

---

Langford is Bantam Chief!

The Bantam Lake YC hosted the annual Connecticut Governor's Cup Regatta on Saturday, August 19, 2000. Ten Sunfish sailors enjoyed the beautiful sailing weather with winds out of the NW. Veteran Sunfisher Steve Langford again proved tough to beat winning the regatta for the 3rd straight year. Larry Cochran finished 2nd, Paul Borse 3rd. 5 races were efficiently run by RC chairman, Nat Corwin. Junior Sunfisher, Alex Woodill, was out on the water practicing before 8:00 am. Watch out for this early bird in the future. Paul Borse

Bantam Lake Governors Cup
Bantam Lake YC, Morris, CT
Aug. 19, 2000

1 Steve Langford, S. Windsor, CT 2-1-1-1-1 6
2 Larry Cochran, Manchester, CT 8-3-2-3-4 20
3 Paul Borse, Southington, CT 1-4-4-6-7 22
4 Gordie Geick, Collinsville, CT 3-8-7-2-2 22
5 Alex Woodill, Waterbury, CT 7-7-3-4-3 24
6 Bernie Spence, Milford, CT 4-2-6-5-8 25
7 Hank Grupe, Goshen, CT 9-5-5-7-6 32
8 Gerhart Menzel, Simsbury, CT 6-6-8-5-3 33
9 Dallett Hoopes, Litchfield, CT 5-9-9-d-d 45
10 Brad Esthus, Attleboro, MA 10-10-10-9-9 48

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• Eligible to race in sanctioned events & attempt to qualify for the World Champ. & Pan Am Games
• Receive The Windward Leg

---

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Regatta Results

John Spray, King of the Mount! By Mindy Strauley

Each year I look forward to the Mt. Dora Regatta. We head to Mt. Dora each April, mostly to have fun in a great town, with the actual racing being secondary. This has also become an annual adventure for the "Dunedin Windlasses", a group of Florida women who sail weekly out of Dunedin. Typically a Mt. Dora regatta consists of the minutes and written on a board on the race committee, some yelling at those trying to (there was no signal for a change) and have uneventful two days on the water."

The first race is in progress, the lead boats (John, Paul, and myself) were heading toward the leeward mark asking each other --how many times were we to go around (we knew all races would be windward-leeward courses but the number of roundings would be signified by the RC). As we pass by the pin boat we ask them. They responded, "I don't know, wait a minute and I will call the race committee." Well, if Paul and John weren't going to sit there luffing for an answer, then neither was I. We kept sailing and decided amongst ourselves to go once around (there was no course posted on the board). John was in the lead and probably not trusting Paul and I to go once around. So, as he approached the finish he luffed in front of the race committee trying to confirm the course. well as any regular Sunfish events. They have loaned their boats, parts and spent time teaching newcomers. The results of their efforts are telling because Sunfish sailing is up, up and up in all age groups in Florida. There is a rare event that Sunfish are for sale in the state and new ones are hardly out of the box before they are out of the shop. The most recent PIXIE was host to five new Juniors, who braved 20 knots and roared into shore with a smile that said "That was AWESOME!"

Great Efforts Paul & Mindy!

Editor's Note: Paul & Mindy Strauley have done an amazing job of promoting Sunfish sailing in Florida! As Regional Rep (Paul), USSCA Mem. Chairman, (Mindy) and organizers of the PIXIE Series on Florida's west coast, they have built participation steadily over the past few years. With their enthusiasm, helpful advice & assistance on-site, and by sending a "mostly monthly" newsletter out, they have gotten the word out, reminding everyone about upcoming PIXIE regattas as well as any regular Sunfish events. They have loaned their boats, parts and spent time teaching newcomers. The results of their efforts are telling because Sunfish sailing is up, up and up in all age groups in Florida. There is a rare event that Sunfish are for sale in the state and new ones are hardly out of the box before they are out of the shop. The most recent PIXIE was host to five new Juniors, who braved 20 knots and roared into shore with a smile that said "That was AWESOME!"

Great Efforts Paul & Mindy!

In reading the race instructions, everything that was complained about in the previous two years was clarified in bold letters this year. I thought, "maybe we would have an uneventful two days on the water." But no, that would have been boring. Three good incidents stick in my mind. Let me share them with you.

First up, the five-minute sequence in the instructions was arbitrarily changed to 3 minutes and written on a board on the race committee boat. You had to take notice (there was no signal for a change) and have good eyesight to be aware of the switch. Thank god for Lasik surgery. Some, were late to start due to this-----oh well!

As the first race is in progress, the lead boats (John, Paul, and myself) were heading toward the leeward mark asking each other --how many times were we to go around (we knew all races would be windward-leeward courses but the number of roundings would be signified by the RC). As we pass by the pin boat we ask them. They responded, "I don't know, wait a minute and I will call the race committee." Well, if Paul and John weren't going to sit there luffing for an answer, then neither was I. We kept sailing and decided amongst ourselves to go once around (there was no course posted on the board). John was in the lead and probably not trusting Paul and I to go once around. So, as he approached the finish he luffed in front of the race committee trying to confirm the course. Well as Paul nearly passed John, John goes for the once around finish, whoah!

Lastly, imagine not being able to make the pin on starboard tack for 5 out of the 7 races (the committee boat had a slight drifting problem-day 2 they brought out 2 anchors). This forced everyone to start on port, and you can imagine the dangerous close calls we had.

To sum it up, winds were 8-15mph throughout the weekend. No gators were sighted, even with a few capsizes. No sore throats were reported. And, most importantly, all had a good time on and off the water.

When Paul and I returned home from our Mt. Dora adventure, we received a letter from the race organizer, Martin Zonnenberg. He wanted to thank the Sunfish class for attending the event and ask what could they do to increase Sunfish participation next year. I plan to recommend that they do not change a thing, and challenge each and every Sunfish sailor reading this story to attend next year's Mt. Dora adventure.

Annual Mt. Dora Regatta
Mount Dora, Florida, April 21-22, 2001 (20 boats)

1. John Spray 1-5-3-3-1-1-2 16
2. Paul Strauley 2-1-2-2-2-6-3 18
3. Tony Elliott 7-4-1-3-2-1 22
4. Mindy Strauley 3-3-5-1-4-3-5 24
5. Bill Haberland 6-1-2-3-5-7 36
6. Erik Erickson 5-8-6-9-7-9-4 50
7. John Fletcher 4-11-6-8-8-8-13 58
8. Sarah Beth Reeves 11-6-11-15-9-12 58
9. Gail Allen 12-9-7-12-6-14-10 70
10. David Morrow 9-16-10-5-10-10-14 74
11. Lisa Glaser 10-7-14-13-12-7-12 75
12. Marianne DeCosta 8-14-18-6-11-11-9 77
13. Marty Williamson 13-10-16-14-16-4-8 81
17. Sandy Huff 18-12-13-10-d-d-d 116
18. Mary Flanagan 14-d-17-11-d-d-d 127
19. John Cole 19-d-19-d-17-17-17 133
20. Sharon Williams 20-17-20-19-d-d-d 139

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Windward Leg - Spring 2001
David Blouin is Superbowl MVP

17 Sunfish and four 420s rig and then wait in the bar on this calm Superbowl Saturday. After an hour delay, a light shifty breeze fills in on the Bay St. Louis. The tide was coming in, a lot stronger than most of us expected, and kept most of us off the starting line and others on the weather mark for most of the races.

David Blouin blasted into an early lead with back to back bullets. David did make the regatta interesting by finishing 14th in the 3rd race. He wanted to come to play with the big boys (brothers (Todd & Clinton), 2000 Jr. Sunfish NA Champion Karl Kleinschrodt, and Mallory Champion, Marc Eagan. David came back strong in the last race with a 5th to beat Donnie Brennan and Tom Whitehurst by one point.

Interesting points...Eight points separated first through ninth. Only three sailors had all single digit finishes and finished third through fifth overall. Only five sailors had all top ten finishes. There were five masters three women, and six juniors who participated in this regatta.

Was the Sunfish Superbowl more exciting than Superbowl? Most definitely!

Zane Yoder is GYC Champ

The 2000 GYA Sunfish Championship (the Galloway Regatta), hosted by Gulfport YC, brought the Gulf coast’s best sailors together for a weekend of hard racing. The conditions were difficult with wind conditions never exceeding 7 knots and the tide was coming in, a lot stronger than most.

Todd Wins Rondinella Hat

In a shifty medium breeze, Todd won his hat back. Todd started a tradition by passing to next winner the "Rondinella Champion" hat. The hat used to say "Championship", but Todd doesn’t like ships anymore, so he took it out.

Regatta Results

Superbowl Regatta
Bay St. Louis, MS,
Jan. 28, 2001

1 Blouin, David 1-1-14-5 21
2 Brennan, Donnie 4-12-5 22
3 Whitehurst, Tom 9-3-3-7 22
4 Lovell, Katy 2-4-9-9 24
5 Sauroge, Hank 8-2-8-6 26
6 Eagan, Andrew 14-6-4-3 27
7 Swan, Ann 10-7-7-4 28
8 Chamberlain, Gilly 6-9-1-13 29
9 Stieffel, Bishop 3-10-6-10 30
10 Friend, Chris 15-13-2-6 36

Northrup wins Monk Smith

In almost perfect conditions to go sailing...52 degrees, 10 knots, sunny skies... Of course these were not the conditions for the US Sunfish Masters two weeks before and the College Sloop Nationals two weeks later:

Monk Smith Regatta
Bay-Waveland YC
Nov. 4-5, 2000

1 Kevin Northrup 1-1-5-2-3-1 14
2 Todd Edwards 4-2-3-2-1-2-3 17
3 Karl Kleinschrodt 3-3-5-1-4-1-2 19
4 Mike Carron 6-4-2-6-4-4 33
5 Bishop Stieffel 2-5-4-6-6-7 34
6 Melissa Chapoton 7-6-3-3-5-3 36
7 Kartis Riise 8-6-7-8-6-7 49
8 Sam Waller 5-6-8-9-9-9 53
Lake Bluff Invitational
(Our own Perfect Storm)

Our annual regatta started off like any other regatta, a steady pace of "registration" issues, "where can I park" questions, "how far out should the race committee set the course" questions, "do we have a final count for our lunch order", "who will guard the money box", and of course "what are those dark clouds up to the north going to do next". We had 16 registrants from the Lake Bluff YC, North Shore YC, Arlington Heights YC, Ohio and Michigan.

The winds were a reasonable 12 to 15 mph out of the ESE, but that means waves to contend with as we try to launch from the beach. With Lake Michigan water levels near a 100 year low our breakwater has a shorter water line, and gives us less protected beach area.

Most of the 16 registrants launched successfully through the waves and headed out to the race course. A couple of sailors stayed on shore due to waves, but got up the courage to head out for the 2nd & 3rd races. The first race was uneventful, except of course for the winner Dan Feldman, Tom Katterheinrich from Dayton 2nd, and John Chikos 3rd, our wind indicator specialist. As for myself, I was more worried about the regatta running successfully than worrying about my tacking technique. This is the point where I tacked quickly on the upwind leg and fell off my boat. I quickly recovered, overcame some of my embarrassment and managed to finish a semi-respectable 10th.

The 2nd & 3rd races saw an increasing wind, approaching 20 mph. This is where I start worrying more about my own survival than how well the regatta goes. Hiking and sailing through 4 foot waves demands most of my concentration, however I had enough extra mental energy to be concerned about whether the Subway lunches were delivered to the beach on time. Dan again won the second and third races followed by John Chikos, in 2nd and Jim Irwin in third, in the 2nd. The third race number two and three finishers were John again and Gail Turluck from Detroit. We then headed back to the beach for lunch on a screaming reach across the building waves.

We had enough Subway sandwiches and they were great. While we ate however the wind switched to the south, and was picking up even more than the morning. Also a brief rain gave us thoughts of calling it a day. John Chikos, our resident owner of a high-tech Kestrel 1000 wind speed indicator, found that the wind was now a steady 17 with gusts well over 20 mph. Jim Irwin, our resident tall person who can effectively hike out far enough to keep a Sunfish flat in a gale was first to head out and check on the sailing conditions. He reported back that it was a blast. We decided to go out, with instructions for our committee and mark boats to keep a sharp eye out for capsizes, and for capsizers to stay with their boats.

On my way out to the committee boat I discovered waves which are normally quite tame in a south wind, were building to 5 or 6 feet, were very close together, and were all breaking due to an increasing wind. It's very unusual for strong waves out of the south since there is not a lot of lake for them to build as in north or northeast waves. The waves were crashing over the Sunfish deck and drenching me in the process. I also discovered that I could not sail on a beat, and could barely maintain control sailing on a broad reach since I was skimming across the water faster than my own internal speed limit. Sailing downwind was impossible. As a result of the high waves and being concerned about capsizing I could not find the committee boat. Other sailors were scattered about, recovering from capsizing, and with no clue as to where the committee boat was. I found Dan Feldman and John Chikos who said the wind and waves were "way too much", steady 22 with gusts to 27 mph and getting worse. When these guys say it's too much, then it really is too much. I told them we were canceling the race and to head back in. I found my son Dave who was driving the crash boat, a 14 foot inflatable that he was wrestling with at the top of each wave in order to keep from flipping. He was instructed to find the other committee boat and tell them to head back in.

I had just seen the movie The Perfect Storm, and I felt like we were experiencing our own little Perfect Storm on Lake Michigan. However our story ended well with all safely back on shore. We swapped stories of monster waves, capsizing, wind measurements, and of heroic surf riding as we approached the beach. With only three races we felt that our racing day was not complete, but the little Perfect Storm adventure more than made up for it.

By Leland Brode
Hunter’s Moon Regatta

The day was beautiful and breezy, with light wind building to about 12 knots from the South. We raced 5 races. The first was in light airs and the 2nd suffered an extremely rare general recall. In the fifth, around the time of the tide change, there was a hot breath of wind and a sudden shift to the southwest, and back to the south. We shifted the leeward mark in anticipation of the next shift, but on the beat to the finish the next shift went west enough to put all the boats on the right-hand side of the course on the layline and ahead of all those on the left. With that we headed in for lunch. Bill Brangiforte put in a fine performance, and Anne Bucella kept him very busy.

Hunter’s Moon Regatta
Edgewood YC
Cranston, RI
Oct. 14, 2000

1 Bill Brangiforte, Weymouth MA 1-2-1-1 5
2 Anne Bucella, Quincy MA 2-1-1-2-3 6
3 Jim Clinton, Cohasset MA 3-7-5-4-2 14
4 Rumsey Young, Barrington RI 4-3-6-3-9 16
5 Gordie Geick, Collinsville CT 7-8-4-5-4 20
6 Michele Boulay, Edgewood RI 5-4-8-6-6 21
7 Joe Boulay, Edgewood RI d-6-3-7-10 26
8 Walter Antoine 6-5-9-8-7 26
9 Pete Beckwith, Wayland MA 8-9-7-9-5 29
10 Roland Aubin 9-10-10-10-837

Report and Photos by Theo Aschman.

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Regatta Results

Peconic Bay Midget & Junior Championship

60 children from ages 8-15 participated in the Silver Anniversary of the Peconic Bay Midget and Junior Sunfish Championship hosted by Southold Yacht Club on Long Island, Saturday, July 22, 2000. Locally, this event is known as the Carol Smith Regatta in honor of a former avid sailor from the club.

The 2000 Regatta had the largest turnout in recent memory with 29 boats in the Junior Division and 12 in the Midgets. The weather cooperated with steady winds and fair skies all day. These conditions allowed RC (Paul Hale, Bart Hale, Larry Cullen and Michael Friedeman) to complete 7 races. Competition was fierce and the regatta ran smoothly.

The first three Midgets were from Southold YC. The Flotteron brothers, Joey at the helm and Matthew as his crew were first. They were followed by the Walker sisters, Emily and Katie in second. Third went to Mary Spicer and crew Claire Persico.

The Junior Champion was Todd Kurkiewicz from Moriches YC, who tallied 8 points beating out Mike Spicer and Adam Friedman both of Southold. The top 10 Juniors and top three Midgets and crew received trophies. All Midget sailors received participation ribbons.

By Joe Sullivan
Regatta Results

Cremer/Young/Sullivan Gold Medalists at NE Regional Masters

Thirty-one hearty masters endures flat-out hiking in 15-25 mph NW winds at the NE Regional Masters Championships (formerly CT Senior Olympics), hosted by Sprite Island YC, Norwalk, CT on Sept. 17, 2000. The regatta was blown out after only four races when winds and surf became unmanageable in the afternoon. After a three-way tie breaker, Ted Cremer of Blue Point, NY, came away with the gold medal in the Apprentice age group followed by Lee Parks (silver) of Newport and Drew Staniar (bronze) of Sudbury, MA. Doug Brown of Ringwood, NJ came out of retirement (last Sunfish regatta in the '80's) to finish 4th, Doug would easily won 1st overall had his rudder not failed in the last heavy air race.

In the largest age category, Masters, (13 boats) Rumsey Young of Barrington, RI won the gold, Bob "Heck" Heckman was close behind and Derek Stow of Mountain Lakes NJ won the bronze.

After some 20 years of trying, Joe Sullivan of NY finally beat out Paul Odegaard of Glastonbury, CT, for the gold medal in the Grand Masters. Paul Borse of Southington, CT, hung on for the bronze.

Only one of the Great Grand Masters survived the last heavy, heavy air race, Gerhart Menzel of Simsbury, CT, earning him the gold medal. Larry Cochran of Manchester, CT finished second (silver) followed by Dick Heilin of Manhasset, NY for the bronze. Paul Odegaard
ABOUT Sunfish CLASS MEMBERSHIP

The International Sunfish Class Association was granted international status by the International Yacht Racing Union in 1984. 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 US. By joining USSCA, members are automatically members of ISCA.

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

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

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

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Name __________________________ Sex* __________ Birth Date* __________ Sail Number** __________

First Member: ____________________ Additional Family Members: __________________

Address: __________________________ __________________________ __________________________

City: __________________________ State: _____ Zip + 4: __________ Country: _____

Phone: Home ____________________ Work __________________

Sunfish Fleet Number: __________ Location: __________

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$20.00 $25.00 __________________

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

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Lake Bluff, IL 60044

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I agree to be bound by the Racing Rules of Sailing and by all other rules that govern this event. In consideration for its sponsorship of the event, I hereby release the event organizer, its officers, employees, agents and members from any and all claims for damages for death, and personal injuries or property damage in any manner related to this event or the operation of the event organizer. I hereby acknowledge that it is always the individual responsibility of each skipper to determine whether to start or to continue racing.

Signature: ________________________________ Date: ________________

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