Midwinter Champ - Todd Edwards!


Wind went from nil to just above nil for the Midwinters held at Davis Island YC March 7-9. Todd Edwards took advantage of some serious shifts on the left/north side of the course on Day 2 to pin down first place and win his second Midwinter Championship.

Race One was held in an easterly 5-8 knot zephyr and Nancy Haberland got ahead and stayed there with Hank Saurage coming in behind her in the fleet of 86 boats. Current was a big factor and the windward mark sat in an area of consistent lefties although right was favored for ¼ of the leg. Downwind the shifts made for some gains for some sailors, one sailor missed the last gate and had to go back, doubling her finishing position.

On day two, the races were postponed until the sea breeze had an appearance at about 1:30. For the first race, wind was from the NW at about 8 knots. Henry Moore set up a windward leeward, a general was called, followed by a good race, won by Todd. One more race that day ended in light wind and the sailors headed in for a great prime rib dinner and dancing to the “D”.

Sunday morning a brisk northerly brought the racers out, some with Jens rigs installed. These were quickly shaken out as the breeze began to lighten. Left was still the way to go for the next 3 windward legs, but on the last windward leg of the second race of the day, the wind did go to almost nil, and those stranded on the left were speechless as they watched the fleet on the right sail to the shortened course finish. Current and light air worked against them and caused an upset in the final standings. Races were done for the day, making a 5 race series with no throwout.

The regatta was chaired ably by Gail Heausler and aided by Bonnie Sevier and Henry Moore, PRO. Henry was aided by John and Joe Linton, Mike Dawson, Newt Bollinger and others.

Hors d'oeuvres were served by the DIYC Dinghy Dames and the YC produced a delicious dinner, and served breakfast every morning. Trophies were a variety of beautiful glass dishes, containers etc.

Nancy Haberland was first woman (of 18) and took second place. Sailing very well was Junior winner Alex Steele (also NE Cressy Champ) finishing 12th overall, besting 12 other juniors. Todd was first master as well as winner.

Dan Feldman, in the spotlight celebrating his birthday Saturday, was surprised by balloons sent by his wife Jill and Sunday arriving at the club, by finding his sunfish in the pool! Clinton Edwards was one of those accused and responded “Not me!” Dan has reported that there were a lot of “not me’s”. Since Clinton is the National Junior Rep, he accepted responsibility for the actions of the juniors who actually did put the boat in the pool. Clinton supervised and officially congratulates the Juniors on a job well done.

Clinton was very impressed with the junior turnout, with 2 of the 11 finishing in the top twenty. For half the juniors, this was their first major Sunfish regatta. He applauds the juniors and those who just aged out for participating and congratulates Alex Steele for being first junior!

After the races, Dan set up his new Sirocco (land sailor) and invited everyone to go for a “spin”. The Tillmans, Bergmans, Malcolm Smith, Andreas Flebbe and Eduardo Gonzales as well as Jim Irwin and Peggy Maleki (his pit crew) and I all got a ride. Jean B. had it up on 2 wheels and got up to about 30 mph in a puff. I want one! It is easy to drive, very fast and very maneuverable. No longer do we have to go to the go car race track after sailing for excitement! Thanks Dan! Cindy Clifton

Tillman Prevails at International Masters
Dick Tillman bests 45 masters at the US Sailing Center at Stuart, Florida, story page 4.

Upcoming Regattas . . . 2002-3
North Americans
Barrington YC, Barrington RI
Aug. 3-9, 2002, NOR page 12
US Masters
Charleston/James Island YC, SC,
Sept. 28-29, 2002, NOR page 9
Women’s NA’s
Clearwater YC, FL Nov. 16-17, 2002
Pan Am Trials (Tentative)
Sarasota SS, April 12-13, 2003
## Midwinter Results
**Davis Island YC, Tampa, FL, Mar. 6-8, 2002**

<table>
<thead>
<tr>
<th>Place</th>
<th>Name</th>
<th>Scores</th>
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<tr>
<td>1</td>
<td>Todd Edwards</td>
<td>15-5-1-1-1-12</td>
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<tr>
<td>2</td>
<td>Nancy Haberland</td>
<td>1-8-14-11-8</td>
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<td>3</td>
<td>Malcolm Smith</td>
<td>7-2-3-26-17</td>
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<td>4</td>
<td>Joe Blouin</td>
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<td>5</td>
<td>Rich Champion</td>
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<td>6</td>
<td>Eduardo Gonzalez</td>
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<td>Hank Saurage</td>
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<td>Donny Martinbough</td>
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<td>Peter Wuescher</td>
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<td>10</td>
<td>Tom Whitehurst</td>
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<td>11</td>
<td>Ash Beatty</td>
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<td>Alex Steele</td>
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<td>Clinton Edwards</td>
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<td>52</td>
<td>George Jackson</td>
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### 2002 Midwinterers

**FIRST PLACE**

**Todd Edwards**

**Louisiana**

**SECOND PLACE**

**Nancy Haberland**

**Maryland**

**THIRD PLACE**

**Malcolm Smith**

**Bermuda**

**FIRST WOMAN**

**Nancy Haberland**

**Maryland**

**FIRST MASTER (50+)**

**Todd Edwards**

**Louisiana**

**FIRST JUNIOR**

**Alex Steele**

**Florida**

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**Alex Steele, 2002 Midwinter Junior Champ**

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<td>Kate Mayle</td>
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<td>Carol McDowell</td>
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<td>Chris Ross</td>
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<tr>
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<td>Diane Barker</td>
<td>83-87d-87d-87d-43</td>
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2002 Midwinter Results

**Far left, After several hours of practice in the DIYC pool, this sailor is ready to face whatever Tampa Bay has to offer (Don Feldman). Right, the crew from the Gulf Coast, below left, it appears Dick Tillman is making a few repairs on Don Bergman’s hiking pants or... “Where not to McLube!”**
Gulf Coast Blue Crabs Win Team Race

Clinton Edwards, Bishop Stieffel, Todd Edwards and Kippy Chamberlain beat all comers in the 2002 National Team Championship held before the Midwinters at Davis Island YC. Tom Whitehurst photo.

Malcolm Smith looks at the trim on Windline’s Sirocco Land Sailor in Tampa, above. Dan shows off his latest invention, above right, and Jean Bergman lifts a wheel off the ground in a puff. Photos, CC.

The Sirocco . . .

Malcolm Smith looks at the trim on Windline’s Sirocco Land Sailor in Tampa, above. Dan shows off his latest invention, above right, and Jean Bergman lifts a wheel off the ground in a puff. Photos, CC.

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Windward Leg
Editor: Cindy Clifton
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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 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:
2002 - #3: August 20, 2002
2003 - #1: December 20, 2002
2003 - #2: April 20, 2003

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Tillman’s 4th Masters’ Title!

The 2002 International Sunfish Master’s Championship, hosted by the US Sailing Center - Martin County, entered the history books as the last event held on their Jensen Beach Causeway site (between Stuart and Palm Beach, Florida). The Sailing Center has since moved to its new, and permanent, facility on the west shore of the Indian River (Intercostal Waterway). 54 masters, ages 40 to 74, entered the three-day event, held March 15-17. The causeway turned out to be an excellent venue, as cars and trailers could be parked along the Indian River beach, Sunfish and dolls were at the water’s edge for easy launching, and the race area was a short, downwind sail away. Race management was excellent, with mostly Olympic courses, and scores were posted almost immediately in the tent after each day’s racing. Lunches were provided on the course, and the dinner at the Holiday Inn Saturday night was enjoyed by all, especially those who took home one of regatta organizer Todd Hudgins’ many door prizes. On Friday night an impromptu social gathering was organized in the gazebo at the “fish camp”, where many of the sailors were staying. Wherever and whenever Sunfish people get together, it’s a guaranteed good time! And Peter Nash and Richard Lament of Canada made the event truly International.

Throughout the weekend, winds were generally moderate, in the 8-12 knot range. Three races were sailed on Friday, starting in light winds that built to a max 10. Racing began at 10 am on Saturday, in winds that filled in and offered challenging shifts and gusts from the southeast. Races were to start early on Sunday, but the fleet drifted for an hour and a half while the race committee waited for wind. The one light air race was led the entire course by Gail Heausler, of Tampa, who took her third win to clinch second place overall, one point over Drew Stanier. Dick Tillman, of Merritt Island, FL, held on to first, sailing his throwout of 7th place in the last race.

Joe Blouin, a Master, also from Tampa, won two races and was always near the front of the fleet but two OCS’s and a Z flag penalty dropped him out of the top ten. Charlie Clifton, of Sarasota, and last year’s winner at Punta Gorda, also had a string of consistent low scores but one OCS dropped him below the top five. Tillman, a Grand Master, won only one race but never had a finish worse than seventh and thus ended up winning his fourth International Masters Championship. Scott Greenbaum, of Scituate, MA, and Paul Strauley, of Tampa, both Apprentice Masters, finished 4th and 5th overall. The top master over 70 years was Bill Haberland of Satellite Beach, Florida, in 10th. Said Tillman, “The racing was under some of the most challenging conditions I have seen in a long time. It was like lake sailing; winds were shifty with lots of holes. Positions changed frequently - I found myself deep at times but got some lucky shifts.”

Trophies were presented to the top five overall finishers, plus the top three in each of the four age groups. Everyone competing had a grand time and all look forward to next year’s International Masters at the Upper Keys Sailing Club in Marathon.

Dick & Linda Tillman

2002 International Masters Championship winners are (top photo, back, l-r): Supreme Grand Masters winners - Bill Haberland, 1st; Will White, 2nd; Bud Narveson, 3rd; Front: l-r: Grand Masters winners - Dick Tillman, 1st; Henry DeWolf, 2nd; Linda Tillman, 3rd. Below: back l-r: Masters winners - Charlie Clifton, 1st; Drew Stanier, 2nd; Ron McHenry, 3rd; Front, l-r: Apprentice Masters winners - Gail Heausler, 1st; Scott Greenbaum, 2nd; Paul Strauley, 3rd. Photos Gail Tisheck

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International Masters Results

US Sailing Center-Martin Cnty, Jensen Beach, FL March 15-17, 2002

1 Dick Tillman 1-2-4-2-5-3-6-(7) 23 GM
2 Gal Hauser (O)-10-8-1-4-5-1-1 30 A
3 Drew Stanian 5-6-5-4-2-1-8-(14) 31 A
4 Scott Greenbaum 8-(9)-1-6-9-7-3-2 36 A
5 Paul Straule 9-(14)-6-3-7-2-11-10 48 A
6 Charlie Clifton 13-3-3-(O)-3-24-4-5 55 M
7 Ron McHenry 12-4-3-5-15-4-10-(16) 63 M
8 Dale Dunston 16-8-7-9-10-(33)-13-3 86 A
9 Rita Steele 4-22-(42)-11-6-10-16-9 78 M
10 William Haberland 2-18-(29)-19-14-6-9-11 79 SGM
11 Henry DeWolf 6-23-19-(O)-12-11-5-6 82 GM
12 Joe Blouin (O)-1-2-8-1-2-15/ZFP 84 M
13 Mindy Straule 15-15-16-14-8-(35)-12-8 88 A
14 John Fletcher 10-16-15-7-(37)-8-15-27 98 A
15 Linda Tillman 19-(30)-17-13-17-13-7-13 99 GM
16 Malcolm Jones 17-7-10-21-23-12-22-(26) 112 GM
17 Tom Katterheinrich 21-14-10-18-25-25-12 128 M
18 David Noble 29-12-12-15-21-(40)-23-30 142 A
19 Cynthia Clifton 7-(37)-25-20-27-25-19-23 146 M
20 John Meyer 20-17-20-28)28-14-24-24 147 M
21 David Graham 25-24-(38)-18-33-16-17-17 150 A
22 Will White 3-19-18-22-6-23-34-38-31 151 SGM
23 Bill McLaughlin 28-13-9-30-30-29-14-(43) 153 M
24 Gail Turluck 18-25-17-29-18-27-27(46) 160 A
26 Bad Narveson 23-31-24-24-(35)-20-21-20 163 SGM
27 Dick Saunders 21-33-28-36-6-23-34-33-31 167 SGM
28 Ray Buchanan 14-22-8-22-12-22-50-(O) 170 SGM
29 "Rapid" Buttn 35-26-(D)-16-25-15-26-28 171 M
31 Peter Fenner 22-27-21-(34)-24-30-30-18 172 GM
32 Paul Odegard 30-(38)-35-27-20-9-31-32 184 GM
33 Erik Erickson 26-35)32-25-31-21-29-22 186 SGM
35 Daniel Escobar 24-43-(46)-32-32-19-41-34 225 A
36 David Silverman 31-20-23-33-42-(O)-37-39 225 A
37 Peter Nash 34-48-30-35-(O)-17-28-40 232 GM
38 Lois Blodgett 33-44-(D)-29-44-39-34-21 244 SGM
40 Edgar Palmer 47-36-3-46-13-37-49-(D) 264 GM
41 Richard Lament 48-34-39-44-(49)-27-35-38 265 M
42 Wal Baczynski 27-40-40-38-38-(47)-42-41 266 M
43 Richard Prentiss (46)-42-41-37-36-45-44-25 270 GM
44 George Fenner 45-29-43-(O)-46-36-45-29 273 GM
45 Chris Gates 41-32-33-43-40-44-48 273 M
46 Rose Rowland 36-45-37-36-45-41-43-47 283 GM
48 Donald Thiedt 44-(49)-34-42-47-38-46-44 295 A
49 Harr. Ottenheimer (D)-D-45-41-31-38-37 302 GM
50 Glenn Gorman 43-46-(D)-40-48-34-47-45 303 SGM
51 Jay McNamara 37-D-D-47-D-D-D 359 M
52 Merl Meacham 49-50-D-D-D-D-D-D 368 GM

Apprentice Masters 40-49
1 Gal Hauser 30
2 Scott Greenbaum 36
3 Paul Straule 48
4 Dale Dunston 66
5 Mindy Straule 88
6 John Fletcher 98
7 David Noble 142
8 David Graham 150
9 Gail Turluck 160
10 Charlie Rahn 172
11 Daniel Escobar 225
12 David Silverman 225
13 John Kremski 287
14 Donald Thiedt 295

Masters: top left, Scott Greenbaum.
Top right, Henry DeWolf, Dick Saunders, Ray Buchanan, Ray Narveson.
Daniel Escobar, Richard Lament.
"Rapid" Buttn enjoys the beach, center, and right, resting after the series, Drew Stanian (who was very generous at our pizza party). Left: Dick Tillman, Charlie Rahn, Linda Tillman and Dave Noble (who made our beautiful trophies!).

Windward Leg - 2002 No.2
The small sailboat experts!
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Whether you are fighting your way around the course, or just cruising around the lake we have the right gear and the expertise to help you get the most out of your sailing. We stock a full line of Sunfish replacement parts as well as a complete line of extras.

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While rugged, the dolly is still light enough to make it easily transportable.

Ruggedly Constructed: Frame is 2" x 2" x .125 wall 6063 - T6 Aluminum; Major joints are TIG Welded - No plastic joints to fail in the sun.

Frame and other aluminum parts are post-process anodized to ensure maximum protection.

Snubs are secured to welded mounts ensuring that they stay where they should to properly support your boat.

Oversize tires make for easy rolling on soft surfaces.

Custom designed to fit your boat and balanced for ease of handling.

All dollies have bow cleats.

Comes with a 2 year limited warrantee.

For information or to order call us at: 888-GO-1-WIND or at our web site - www.windline.net
Masters Update

Make your plans today to attend the 2002 US Masters Championship at James Island Yacht Club in beautiful Charleston, SC, September 27-29, 2002. Regatta Chair Rose Rowland and her crew are knocking yourselves out to prepare a big dose of southern hospitality to welcome you and your Sunfish sailing friends.

Last year it was announced that written bids are solicited from clubs which are considering hosting the US Masters Championship in the future. At the time of writing, no bids for 2003 have been received. The deadline for submitting bids for the 2003 Championship is June 1, 2002. If you would like a pamphlet on what is involved in hosting the US Masters Championship, please contact me. It’s a 2-day regatta with a practice day and a load of fun. The deadline for bids to host the 2004 Championship is March 15, 2003.

It is my hope that we will be able to continue moving the regatta around geographically to give different people the opportunity to enjoy a Masters regatta. In light of this, bids from New England and the Inland Lakes regions will receive a higher priority, but this should not preclude any club from participating in the bidding process. Any club which submits a bid will be placed on the “wait list” for possible future consideration.

If you have a suggestion for a host club I should contact to ask them to consider hosting the event, I also would appreciate that input. Some of the best events I have been to were at locations where the organizers didn’t “think they were ready.”

If there is a Masters in your area, please try to attend. Your support is crucial if these events are to continue. Bring a friend!

look forward to seeing many of you on the road at different events this year. If I can ever be of assistance, just feel free to ask.

Int. Masters Update

The 2002 International Masters Championship is now a memory. It was great to see so many enthusiastic sailors come out to support the “spring thaw” event of the season! This time we had Canadian sailors who made up the International contingent. I hope in coming years more of our NSCA’s will be able to send sailors for this fun event.

For the non-US NSCA’s, I’d like to invite the Presidents of those organizations to contact me if they are interested in establishing a Masters program for their country. It’s easy and provides another special opportunity for more people to get out and enjoy our fun boat a try.

I’m pleased to announce that the 2003 International Masters Championship will be held at the Upper Keys Sailing Club, home to Fleet 587, in Key Largo, Florida, March 7-9, 2003. The event chairman will be Richard Prentiss (Prentiss@bellsouth.net). They have a club, an appropriate launch site, enthusiasm, and really want us to come! Key Largo is one hour south of Miami, the first key off the mainland. In early March, the weather will be nice.

If your fleet or club is interested in hosting the 2004 International Masters Championship, please contact Paul Strauley (625 Frederica Lane, Dunedin, FL, 34698, (727)734-4108, email: mskatz@juno.com) or me (421 McKinley Street, Chelsea, MI, 48118, (734)475-9454, turluck@corecomm.net). It is our hope that we will have the 2004 host committed by March 1st, 2003.

USSCA ELECTION 2002 BALLOT

USSCA Officers & Regional Representatives
Ballot (via email or US Mail) must be in USSCA Secretary’s hands by July 20, 2002.
You may fill out this form (or make copy) & send it to: Betsy Schmidt
25 E. Issacs Dr.
Rehoboth Beach, DE 19971
with your membership(sail) number ____________
your region ____________
your votes.

The voting for these candidates will also take place at the Class Membership Meeting to be held at the Sunfish North American Championship in August, at the Barrington YC, Barrington, Rhode Island.

USSCA positions
President
Vic Manning
Clinton Edwards
Write in candidate ____________

Treasurer
Kathy Remmer
Write in candidate ____________

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

New England (CT, MA, RI, VT, NH, ME)
Pete Beckwith
Write in candidate ____________

New York
Ron Kutkiewicz
Write in candidate ____________

Southeast (NC, SC, GA, TN)
Rose Rowland
Write in candidate ____________

Florida Peninsula
Paul Strauley
Write in candidate ____________

Mid-Atlantic (PA, NJ, MD, DE, VA, WV)
Bill Betts, Jr.
Write in candidate ____________

Ballot provided by Nominating Committee Chairman:
Tom Katterheimich

Mail this ballot or make copies!
My First Small Boat Sailing Adventure
Jean Junker, Commodore, West Texas Sailing Assoc.
Midland, TX

I went to Canyon Lake for Easter and I decided at the last minute to take my new Sunfish and try and learn to sail her. I got the boat last year when Doug Andrews was ramping up the Abilene Sunfish fleet.

All winter my little Sunfish, Sancho, has been sitting in the barn gathering dust and I thought to myself that yea, I will get her out sometime in the spring and go have some fun with it with Doug and the other Sunfish sailors in between the WTSA series races. After all, I am a big boat cabin cruiser sailor and little boats are no big deal, just kids stuff, right. Nope, not so. In fact before I even hit the water, this little day sail will cost me a steak dinner.

So, I hook up little Sancho and haul him over to the Canyon Lake Marina and park near the launch ramp. I figure 10 minutes to rig up and I am ready to launch, right? Nope, wrong again. After 30 minutes of jostling with the dagger board, rudder, boom, spars and sails I am totally confused. Well, not quite, I did manage to install the dagger board and rudder by myself. Quite frankly it was the lateen rig's mast, boom and spar that had me confused. Fortunately for me I had Doug and Ute's phone number programmed into my cellphone, high technology will save me, right. Nope, wrong again. No answer at their house when I called. So I figure my yacht club buddies at the Hill Country Yacht Club clubhouse will give me a few pointers, right? After all I am still a novice and they are all old salts and surely one of them can help me rig a Sunfish, right. Nope, wrong again. To their credit, they must all have been out coloring Easter eggs 'cause no one was in the clubhouse. Now, to the steak dinner part. I reminded myself that I am a sailor and that sailors are very resourceful, self-sufficient and can figure out anything, especially how to rig a simple little boat, right. Nope, wrong again.

The breeze was light at about 5-8 mph with puffs up to about 10 mph, perfect for a novice board-boat sailor. My first sail out was just from the launch ramp out to the edge of the marina and back just to get comfortable with the boat and sail handling. I made two more sails out into the cove staying close in by the marina and finished the day by practicing several buoy marker roundings on port tack. I was out sailing about 2 hours total and had a great time. It is amazing how fast the Sunfish can accelerate in a light puff. I sailed cautiously and after my somewhat fumbled start with rigging, I finished the day without dumping the boat over. I know I still have a lot to learn about sailing small boats but at least I have some idea of what I need to learn. Mainly I need more time on the water, nothing beats time on the water in the boat.

After my day's sail with Sancho, I have a whole new perspective on small boat sailing. As Linda and I drove back to the condo, I noticed a small day sailor in someone's front yard that had been turned into a flower garden. You know what I mean, I had always thought that was kind of a cute idea, flowers growing in a boat. But after my recent Sunfish sailing experience, it seemed sad. I occurred to me how much fun and satisfaction that old boat's owner is missing and it seems sad too that the old flower garden boat will never sail again.

Go sail a small boat...
Sancho, Sunfish Sail #78760

For information about Sailing and the West Texas Sailing Association visit: http://westtexasailing.homestead.com

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 (not 18 years old in that year)
The USSCA qualifying races in 2002 qualify one for the 2003 Worlds.
ISCA rules state that you must be an ISCA member to compete in Class sanctioned international events including the World Championships (Rule 10.5).
NOTICE OF RACE
Sunfish Masters US National Championship
James Island Yacht Club, Charleston, SC
September 28-29, 2002

1 Rules - The regatta will be governed by the Racing Rules of Sailing (2001-2004), the prescriptions of the United States Sailing Association, the rules of the United States Sunfish Class and by the sailing instructions. This regatta is a qualifier for the 2003 Sunfish World Championship.

2 Advertising - This event shall be Category A in accordance with Appendix 1, Regulation 20 - ISAF Advertising Code.

3 Eligibility and Entry - This event is open to all current members of the International Sunfish Class who are 40 years of age or older as of September 28, 2002. Membership cards will be checked and membership applications will be available at on-site check-in. Eligible yachts may be entered by completing registration with the registration committee.

4 Schedule of Events
Friday, Sept 27
1500  Practice Races
1700-1900 Check-in and late registration
1800  Charleston Harbor Tide Info/Clinic with 1995 World Champion David Loring
1900  Dinner on own (available to buy at JIYC)

Saturday, Sept 28
0900-1030 On-site Check-in and late registration
1030  Competitor’s Meeting
      Build your own lunch
1200  First Start, races back to back
      Four (4) races scheduled
1900  Dinner at James Island YC

Sunday, Sept 29
0800  Doughnuts and coffee
1000  First Start, races back to back
      Three (3) races scheduled
      No race will begin after 1400 Sunday.
      Awards as soon as possible after racing. Sandwich buffet.

5 Advance Registration - Yachts may register in advance by completing the registration form on Page 26 of the “Windward Leg” or the form on the Sunfish web site and sending it with the appropriate fees to: Sunfish Masters, James Island Yacht Club, Box 12840, Charleston, SC 29422

6 Fees - The entry fee (checks should be made payable to the James Island Yacht Club) for each skipper is $65 with a $10 late fee after September 15, 2002. US Sailing members may deduct $5. Included in the entry fee are: two lunches, one dinner, doughnuts and coffee, beer, soft drinks, and trophies.

7 Sailing Instructions - The sailing instructions will be available at the time of on-site check-in.

8 Regatta Site - The regatta site is the James Island Yacht Club located on the southern shore of Charleston Harbor. The address is 734 Wampler Drive, Charleston, SC 29412, phone:(843)795-6060 and web: www.jiyc.org.

9 Racing Area - The racing area is Charleston Harbor.

10 Courses - The courses will be selected from a variety of windward/leeward and triangle courses. Copies of the NOAA chart of the sailing area will be provided.

11 Scoring - Each age category will be scored separately. The categories are: Apprentice Masters (40-49), Masters (50-59), Grand Masters (60-69) and Supreme Grand Masters (70+). Additionally fleet overall scoring will be used. The Low-Point Scoring System of Appendix A of the racing rules will apply, with seven (7) races scheduled, of which one shall be completed to constitute a regatta, except that if five (5) or fewer races are sailed, each yacht’s total score will be the sum of her scores for all races.

12 Awards - For each age category, the number of awards will be based on registrations postmarked by September 15, 2002. Awards will also be presented to the top five overall finishers and to the top overall finisher of the gender opposite that of the overall top finisher.

13 Further Information - For further information, please see www.sunfishclass.org, www.jiyc.org, or contact Rose Rowland at (843)762-4856(H), (843)442-7673(Cell) or RHRowland@aol.com or Mike Hiester at (843)769-7299(W) or blueheronglass@aol.com.

14 Lodging - A few of the many housing options are listed below.

Hampton Inn - 843-556-5200  Residence Inn - 843-571-7979  Courtyard by Marriott - 843-722-7221
Comfort Inn - 843-577-2224  Best Western - 843-571-6100  Beach Rentals at Folly Beach - 843-588-3800
Cottages or Camping at James Island County Park 843-795-9884

The Principal Race Officer is Randall Swan.

Registration Form on page 26
Jeff Linton to Sail in Cup of Champions

Sunfish 4-time NA Champion, Jeff Linton won the Lightning World Championships in Sicily, Italy in 2001. He has been invited to compete in the prestigious Coppa dei Campioni (Cup of Champions) at the Yacht Club Costa Smeralda in Sardinia, Italy in July of this year. This by invitation only event is open only to current World Champions from around the globe.

Teams of three will match race Smeralda 888's, a one-design boat designed by German Frers exclusively for the Yacht Club Costa Smeralda. The intense head-to-head type races will have a special set of rules enforced by on-the-water judges.

Linton has more than 15 years' experience in match racing. He won the Prince of Wales Cup in 1998, which is the national level amateur competition in the US. Linton's team will consist of long time sailing partners Mike Gable of St. Petersburg, a Prince of Wales teammate, and Lightning Worlds teammate Mark Taylor of Tampa. Amy Smith Linton, bowman in her husband’s lightning campaigns will attend as alternate.

Linton, a partner at Masthead Enterprises in St. Petersburg plans to do some fund raising to help get the Davis Island team to Italy. Says Jeff, “It's an incredible honor to be selected to compete at this level. It will mean some hard work on our part, but we can’t let this opportunity pass us by!”

Joe Sullivan Wins Award

New York Sunfish sailor Joe Sullivan was awarded the One-Design Leadership Award from US Sailing at their Spring Meeting. The award is given in recognition of individual initiative, enthusiasm, organizing ability and leadership in creating the one-design fleet-building program of the year. Over the past several years, Sullivan has spent his time focusing on two programs: reviving the Fordham University sailing team and building the Sunfish class. In 2001, Fordham's sailing team completed its first full year of competition after almost 30 years of inactivity. Sullivan is a volunteer coach and started the program from scratch by using a well articulated 5-year plan. Through Fordham's alumni sailors, the team has taken delivery of 6 new 420’s and a support boat.

Simultaneously, he initiated new Sunfish championship events in New York, where he was Regional Rep. These include the Womens, Masters and Juniors Championships. Class membership in NY grew due to the new level of excitement with the schedule. The NY Juniors attracted 43 kids, making it the 2nd largest Sunfish junior event in the US. He also co-founded the famous “Longest Sunfish Race Around Shelter Island” 31 years ago, and had 40 boats participate in the race last summer. Good work and Congratulations, Joe!
Some Thoughts for Sunfish
Junior Sailors  by Joe Sullivan

My first exposure to college sailing was in 1955 when 3 classmates and I answered a bulletin board notice seeking sailors to represent Fordham Univ. at a freshman regatta at Kings Point. The captain of the team asked, “Have any of you sailed before?” Two hands went up. I had been in a sailboat twice, a lightning when I was 12 and a Cape Cod knockabout when I was 16. “Have either of you raced before?” My hand came down. My friend Jack Wiley said, “Yes, I crewed in a couple of races once.” Our interrogator then looked at the two non-sailors and asked, “Have either of you ever been in a boat?” “Of course,” they responded. “OK, Wiley, you’re skippering A division, Sullivan, you’re skippering B division. You crew for Wiley and you crew for Sullivan,” said our new leader as he pointed at the 2 non-sailors. “When do we practice?” we asked. “You don’t. We have no boats,” was his response. That Saturday, we were driven to Kings Point, where we finished fifth out of six schools. I couldn’t believe there were four guys worse than we were, so I was hooked. Until graduation, sailing became my number one priority. We got a fleet of boats, sailing became a varsity sport and by senior year, we had a competitive team. In those days, except for the maritime schools and a handful of others, sailing was primarily a student run activity administered nationally and regionally by adult volunteers.

Forty-five years later, the basic structure of college sailing remains unchanged. The seven regional districts are called "conferences". The biggest difference today is the arrival of paid professional coaches. While there aren’t many of them, there has been an impact upon the schools that have them. The boat being sailed has changed, in the past, Interclubs, Tech Dinghies, Larks, Penguins, Lehman 10's and other mainsail-only dinghies were the choice. Today, 80% of the fleets consist of slop rigged 420's or FJ’s. Women sailors have had another impact on college sailing. With the exception of some single-handed male events in Lasers and female events in Laser Radials, the backbone of today’s teams is two person dinghy competitions, with either co-ed or all female teams. The competition today is much higher and more experienced sailors are entering college than ever before. What does this mean to the junior Sunfish sailor who would like to sail in college?

1. A good Sunfish sailor, particularly one who has honed his/her skills at Regional and national events can be very competitive in college. Are you at a disadvantage not having Optimist, Laser, 420 or FJ experience? No! Multiple class experience is always good, but it’s much more important to focus on your strategic and tactical sailing skills than concerning yourself with gaining experience in multiple classes. Whichever class is popular in your area, whichever class can provide you with the most competition and the most tilter time, that’s the class for you. If the Sunfish is the dominant class in your area, terrific! Participate in as many local and regional events as you can, both junior and open events. Observe, learn and practice, practice, practice.

2. While scholarships are prohibited in college sailing, there is financial aid available, and depending on the school and the coach’s influence with the Admissions Office, being a good sailor committed to competing in college can be as much of a tie breaker as being a good tuba player.

3. If you want to sail in college, there is a school for you. The top coached teams tend to attract those sailors who want to become All-Americans. They will practice three hours a day, four days a week and send four to five teams to regattas every weekend. Running and working out in the weight room all year is an important part of the regimen. But the potential rewards are great. If you are talented enough and work very hard, you may be named All American and although a lucrative professional contract may not be available, you certainly will have the foundation to try out for the US Olympic team and lay the groundwork for a career in the sailing or marine industries.

The opposite of this is to go to a school where sailing is primarily a club sport run solely by students. You will represent your school at regattas, you may or may not practice during the week, but you will meet a lot of people and have a lot of fun. It will be a low-key but very pleasant experience.

The third option is the middle ground where I would put Fordham at this time: specifically a school with excellent sailing facilities, a volunteer coach, practices two to three times a week, a team seeking to excel and have fun in the process. We probably won’t graduate any All-Americans or potential Olympic champions in the near future, but our kids are committed to sail the best they can at every regatta and hopefully become a top 10 team in one of the two most competitive conferences in the country.
Please join us for the

2002 Sunfish North Americans
Saturday, August 3-Friday, August 9
Hosted by: Barrington Yacht Club, Barrington, RI

The venue for the 2002 regatta will be the upper waters of Narragansett Bay. Boats will be stored at and launched off of the Barrington Town Beach. The staging area will be to the west of the Warren River mouth around Rumstick Point at the Barrington Town Beach, which is about a 2-mile drive from the Barrington Yacht Club. [We will try to arrange a small fleet of "Spectator boats" to enable spectators to view the competition on the water]. Tidal currents are minimal at the Barrington Town Beach, but may reach 3-4 knots at the entrance to the Warren River. The depth of the water is 8 to 10 feet. Typical winds in August begin light in the morning with a south to southwesterly sea breeze building through the afternoon. After the passage of a cold front, the winds are steadier out of the west or northwest, while during rainy weather they are brisk from the east and northeast.

The Barrington Yacht Club has a long history of hosting major sailing events in general (see below), and Sunfish events in particular. The Barrington Frostbite fleet has been going strong since 1966, the first year that single-handed Sunfish racing was competed at the National Championships. The Club has been the host for the Sunfish Regionals since the early 1970's, the Sunfish North Americans in 1978 and 1992, and the Sunfish Worlds in 1986.

As a special added attraction this year, separate scoring and recognition will be given to those sailors racing in "classic" rigs. "Classic is defined as using a standard "non-racing" sunfish sail, and one of the wooden factory supplied daggerboards. Qualification requirements will otherwise be the same, and boats must be class legal.

Please join us in Barrington this August for the Sunfish NA's. It's going to be a great time, both on and off the water!

********** OPEN TO ALL SAILORS **********

Divisions: Sunfish North Americans (all ages), Junior (<18), and Midget (<14)

Saturday, August 3
Registration
Sunday, August 4
Registration
Opening ceremonies (Barrington Yacht Club)
Monday, August 5
Championship Fleet qualifying series
Junior/Midget North Americans
Tour of Vanguard factory, Portsmouth, RI
Tuesday, August 6
Championship Fleet qualifying series
Junior/Midget North Americans
Junior/Midget Awards Ceremony (Barrington Beach)
Wednesday, August 7
Sunfish North Americans: 2 Fleets
Championship (~top 60% from qualifying series),
Alcort (everyone else)
Lobster Boil, "Michelob Night" at Herreshoff Museum, Bristol RI
Thursday, August 8
Sunfish North Americans (Championship and Alcort Fleets)
Dinner, Sunfish Raffle, "Cruzan Rum Night" (Barrington YC)
Friday, August 9
Sunfish North Americans (Championship and Alcort Fleets)
Awards Ceremony (Barrington Yacht Club)

Deadline for advance registration and 2002 Sunfish North Americans t-shirt/hat sales is July 3.
After this time, the entry fee goes up and only a limited number of t-shirts and hats will be available.

Postmarked by July 3rd, 2002
Seniors: $200
Juniors: $160
Guest: (All Functions) $100
USSA members may deduct $5 from the entry fee.

Postmarked after July 3, 2002
Seniors: $225
Juniors: $185
Guest: (All Functions) $125

Make checks payable to and mail with form to the Barrington Yacht Club, 25 Barton Ave., Barrington, RI 02806.
Registration Form on page 26

*****Raffle prizes*****

As an additional attraction, Vanguard Sailboats, a primary sponsor, is donating a brand new Sunfish, which will be raffled. Prizes donated by other sponsors will also be raffled. Tickets are available to all for $5 each, or 5 for $20.
Details of the raffle are available at: http://barringtonyc.com/02sunfishNAmain.htm

For more information check this link: http://barringtonyc.com/02sunfishNAmain.htm
or contact Scott Walker (245-2884 or W_Walker@Brown.edu) or Barrington Yacht Club 401-245-1181

Windward Leg - 2002 No.2
TUNE-A-FISH!

The new Tune-a-Fish kit includes everything you need to make your Sunfish look and sail sharp. You get:

- Mainsheet
- Halyard
- Outriggers
- Set of sail clips
- Hiking strap
- Tiller extension universal
- Rebate coupon for $25 off a new Saitech dolly or rack
- Rebate coupon for $25 off a new Sunfish sail or blade
- Parts locator, parts list and rigging guide
- All packaged in your own Sunfish Cockpit Cooler

For only $99

Pick up your Tune-a-Fish Kit at your local Vanguard Dealer today.
To find your local dealer visit www.teamvanguard.com or call 800-966-SAIL

In WL Issue 2002-1, there were several typos in the very professional ad presented to the Windward Leg from Vanguard. Please note that the typos were my fault and in my effort to get the graphics correctly reproduced, I did not proof the text to make sure I had spelled everything correctly. Sincere apologies to Vanguard, and many thanks for their continued support of the Sunfish Class! Cindy Clifton

Free advertising for the Sunfish Class includes a billboard in Port Charlotte, FL for the Harbour Inn. In the center is Donna Fletcher encouraging her husband, John, to race well! The Harbour Inn was the site of the 2001 International Masters!

Showing their loyalty, these diehard Sunfish sailors even have license plates to proclaim their fidelity. The trucks’ owners include Paul Odegard, Rapid Buttnir and Lee Parks! You go, Guys!

sailonedesign.com
toll free - 1 866 4 SAILOR
Regional Results

Jason Raster Inland Winner

The 2001 Inland Lakes Regional was hosted by the Cormorant Lakes Sailing Club and held on Aug. 25-26th, 2001 on Big Cormorant Lake. Saturday winds were moderate. Winds on Sunday were quite high and three sailors didn't make it to the starting line. For the first time ever, Jason Raster finished on top with Tom Raster, his dad, right behind and Bud Narveson in third.

In Junior racing, it was a Wilson family affair. Even on Saturday, the winds gusted quite high for lightweights and all who sailed are to be commended for both their boat handling and swimming prowess. Jenny Wilson, the Champ, even came out on Sunday in winds that three adults would not brave.

The Inland Lakes Regional will return to Blanche Lake, Minnesota in 2002. Everyone is welcomed and encouraged to attend.

Joe Fargo

Big Cormorant Lake, Minnesota
Cormorant Lakes Sailing Club
Aug. 25-26, 2001

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<td>1</td>
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<td>Bud Narveson</td>
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<td>Louis Hunt</td>
<td>7-3-7-2-3-9</td>
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<td>17</td>
<td>Joe Richardson</td>
<td>2-6-5-3-7-9</td>
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<td>18</td>
<td>Dustin Hartwig</td>
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<td>19</td>
<td>Mark Kieler</td>
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<td>20</td>
<td>Louis Hunt</td>
<td>7-3-7-2-3-9</td>
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In Juni or racing, it was a Wilson family affair. Even on Saturday, the winds gusted quite high for lightweights and all who sailed are to be commended for both their boat handling and swimming prowess. Jenny Wilson, the Champ, even came out on Sunday in winds that three adults would not brave.

The Inland Lakes Regional will return to Blanche Lake, Minnesota in 2002. Everyone is welcomed and encouraged to attend.

Joe Fargo
Ottenheimer Tough in SW
Southwest Regional North
Cheney One Design at Ninnescah
Cheney Reservoir, Wichita, KS
Sept. 2-3, 2001

Fifty races were sailed, 26+ races qualified, 20 of 32 competitors qualified.
The races were run at Barrington YC.

1 Scott Greenbaum, Scituate, MA 2.38
2 Wayne Iarillo, Warren, RI 3.23
3 Bill Shaw, Bristol, RI 5.35
4 Rumsy Young, Barrington, RI 5.55
5 John Duclos, Westport, MA 6.26
6 Bob Wart, Barrington, RI 6.40
7 Eric Goetz, Providence, RI 6.58
8 David McGill, Barrington, RI 6.68
9 Ben Chwalk, Barrington, RI 6.97
10 Sam Sylvester, Barrington, RI 7.86

2002 Texas State Championship
Rush Creek Yacht Club
Heath, TX
April 27-28, 2002

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Whitehurst Wins Gulf Regional

Ryan Hamilton, a fourteen year old junior from Mandeville, LA, led most of race one of the 2002 Gulf Coast Regionals and World Championship qualifier. The 120 lb junior knew that the day would be an uphill battle for him when the wind continued to increase. Tom Whitehurst, representing Fleet 295 out of Pensacola, displayed his usual blazing upwind speed and smarts taking the first two races. When he hit the second mark in race 3 however, he allowed three sailors to pass while he sailed his penalty turn. Hank Saurage, Todd Edwards and Bishop Stieffel were quite aware that Whithurst was building a substantial lead and that they would have to hold him back if they were to close the point gap. Tom would go on to finish 4th, but when he won the fourth and last race Saturday, the championship was beginning to look like it would be his.

The fleet arrived Sunday morning to a surprising 8-12 knots southerly and the breeze would only pick up as the day developed. Kippy Chamberlain and Kevin Northrup took advantage of the early race's 12-15 knots, finishing 1st and 3rd to move up in the standings, but the last two races brought in 15-18 knots and these conditions would certainly favor the heavier, stronger sailors. Tom Whitehurst managed a good lead early in race six and his lead increased to impressive when Saurage and Stieffel tangled, battling for the 2nd overall spot.

The race for second almost ended as soon as the last race started. Bishop checked the wind direction with a minute to go before the start and realized that a left shift was moving in. Quickly, he sailed to the left end of the line to setup for a port tack start, but Anne Edwards of Baton Rouge, picked up on it and at the last second, foiled his plan. Botching his start, he had to tack underneath none other than Saurage for a minute or so before he could clear his breeze. Sailing hard and fast, he managed to round the first mark second, but Saurage had mounted such a lead that Bishop couldn't catch him. Consistent finishes between second and fifth through the seven races, Bishop finished third. By winning, Whitehurst qualifies for the 2003 World Championships. Congratulations Tom!

Gulf Coast Regional
Fairhope, Alabama, Fairhope YC
April 20-21, 2002

1 Whitehurst, Tom, PBYC 1-1-4-1-2-1-6 10
2 Saurage, Hank, MISAM 5-3-1-3-6-2-1 15
3 Steifel, Bishop, BWYCS 3-5-3-2-5-3-2 18
4 Northrop, Kevin, PCYC 2-4-6-3-5-8 26
5 Edwards, Todd, BWYCM 12-13-2-4-10-4-3 35
6 Chamberlain, Gilly, BWYCS 10-6-15-10-4-9-4 43
7 Eagan, Andrew, BWYC 16-7-9-8-10-5 48
8 Chamberlain, Kippy, BWYCS 8-9-7-12-6-12 49
9 Dane, Leslie, PCYC 6-2-14-16-7-12-13 54
10 Wuescher, Peter, SYC 19-10-10-7-17-7-7 58
11 Dane, Schaeffer, PCYC 11-8-12-13-9-6-15 59
12 Edwards, Anne, BWYW 7-11-8-15-16-8-10 59
13 Dane, John, PCYC 20-15-5-3-18-13-9 65
14 Montgomery, Scott, SYC 15-14-17-11-15-11-17 83
15 Chapoton, John, BWYC 23-17-13-8-23-20-11 92
16 Ruse, Katja, PontYC 17-16-18-19-13-14-14 92
17 Hamilton, Ryan, PontYC 4-18-19-21-12-19-9 93
19 Chapoton, Missa, BWYC 13-12-20-17-19-18-16 95
20 Long, Raymond, FYCS 21-20-11-14-20-17-18 100
21 Whitehurst, Lauren, PBYC 9-23-22-22-14-22-20 109
22 Ottenger, Tim, FYC 18-21-21-20-21-19-19 120
23 Keith, Paul, BWYC 22-23-22-23-22-23-13 133
24 White, Johnny, BWYC 24-24-D-D-D-D-D 148

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Antigua Worlds, Part 2
Tom & Jason's Great Adventure
by Tom Raster

Our jeep tour driver... had a wild Rastafarian hairdo which contrasted dramatically with my Jesse Ventura 'do. Roy had a wealth of info about the 11- by 14-mile, 108-square-mile island. For example, he proudly proclaimed that Antigua had "365 beaches, one for each day of the year." Maybe so... but although a number are unquestionably first class, I bet 300 of them are postage stamp size... and some, like SunSail's, are probably manmade.

Antigua's history goes back to Christopher Columbus, who viewed Antigua in passing in 1493 and named it after the Church of Santa Maria de la Antigua in Seville, Spain. In 1632, the English arrived, and the island remained in British hands until 1967 except for a brief French occupation. Jan and I remembered taking a tour of Nelson's Dockyard, Fort Shirley, and some other sites when our Carnival (or whatever) cruise ship stopped briefly in Antigua a few years ago.

One of the highlights of the tour included 4-wheeling it to the top of a mountain on the island's south side that was the site of an English fort/observation post. The fort's cannons didn't have the range to reach encroaching ships, but potential invaders didn't know that and were fooled into staying away. We also visited Antigua's natural bridge, which is just a fraction the size of Aruba's version, but impressive nonetheless. The photo shows Jas and me sitting on a spot where the natural bridge is only about a foot thick. How many more Atlantic storms can it take?

The tour guides seemed to universally favor the Nissan "Patrol," which I'd never heard of. Maybe it's the same as or cousin to the Pathfinder that is common in our neck of the woods. Regardless of its heritage, I can vouch for its off-road and mountain climbing capability. In keeping with the island's English heritage, most vehicles have the driver on the right side of the vehicle. Out of curiosity, I took a poll of 100 vehicles of all types... and only 20 percent were US-type left-hand drive.

Starting in the late 1600s, Antigua became a big sugar producer. Sugar cane was processed using power from windmills, and the island is still sprinkled with about one hundred 20-plus-foot-tall stone bases of those windmills. The only one with windmill blades that I saw was at Betty's Hope which, in 1674, was one of the island's first full-scale plantations and was named after the landowner's daughter. Betty's Hope is supposed to be in the process of restoration. But, unfortunately, restoration of this and other historic points in Antigua that we visited seem tens of thousands of dollars and years away from realization. This is a shame because Antigua's history is worth saving and savoring. For example, residents are rightly proud of the fact that Antigua abolished slavery in 1834, 1st in the Caribbean and 3 decades before the U.S.

Another example of historic site restoration is St John's Cathedral in downtown St. John's. Originally constructed in 1683, this church has been rebuilt a couple times, e.g., after an 1843 earthquake destroyed the previous cathedral. We were told that the most recent misadventure was a hurricane that left lasting scars, although the incredibly thick walls make it hard to imagine that anything short of another earthquake would be any kind of threat. The first floor includes a light fixture made from the propeller of a World War I plane. I kept stepping on what I thought were floor drains, causing the metal grates to clank with a resounding echo. We learned that the floor drains were really vents that allow cool subterranean air to circulate through the building. The huge baptismal font had a correspondingly huge cover suspended a fraction of an inch above the font by cables attached to the ceiling beams. Unfortunately, we were barred from visiting the second floor balcony area because of stability questions. Despite its problems, the cathedral is used for services. When we visited, about half the windows were boarded up as if they were expecting or had just gone through a hurricane. All gravestones were oriented east-west, with the exception of one individual who wanted his burial site to be easy to find.

We saw lots of houses that looked halfway complete (or halfway falling down), most of which (according to Roy) were "pocket houses." Instead of getting a mortgage for the whole construction cost, the owner would build his house with out-of-pocket money [hence, "pocket house"] earned by working several months, after which he'd take a few months off to build some more. Frequently, there'd be a shack on site where the owner stayed till his permanent dwelling was done. And, in some cases, the permanent dwelling was built around and eventually absorbed the shack.

No question that the highlight of the tour was tarantula "fishing." Roy plucked a kind of weed with a tufted head that we thereafter deemed "tarantula grass." He had us stick the weed down holes in the ground, twirling the stalk... and, sure enough, the tarantula in the hole would tug on and, sometimes, decapitate the weed. Although Roy patiently coached us how to pull the weed back out with a delicate touch in order to see movement of hairy legs a couple inches to draw the tarantula out, we never succeeded; nonetheless, we could occasionally see movement of hairy legs a couple inches down the hole.

When I woke up... for Tuesday's three Silver Fleet races, I was immediately conscious of the wind howling in the darkness outside the villa... maybe some sort of self-preservation dealie after Sunday's swollen hands. When we went out for the races, I estimated the winds to be about 20 mph... which meant that we would use Jens rigs.

I wrapped a couple layers of duct tape around my hands to keep the sheet from abrading my skin... and was careful to not wrap the sheet around my hands. Instead, I heeded advice from Jas and a couple other sailors and used other techniques to grip the sheet. Also, thanks to a safety pin and a scrap of cloth, we fashioned a chinstrap for my cap (did I mention that it has a Dennis Conner autograph?) so that I could protect my dome from further sun damage.

As a rule, high winds in our neck of the woods (Minnesota) are something Jas and I relish and do well in. But the big waves in the Caribbean and other sailors' vastly greater experience with these conditions pushed us down the standings to 29-28-28 and 25-22-20, respectively, out of about 34 competitors. And need I mention that our sailing season runs only from May to early September, about 3½ months; whereas I'd bet that most of the other sailors get at least twice as much time on the water.

One example of my usual technique that I felt might be working against me at the Worlds was body position. In our inland lakes racing, I sit as far forward as possible in the cockpit to move my weight over the widest, most buoyant part of the boat, because sitting further back tends to dig the stern in and increase drag. But in the big waves, having my weight forward probably caused more waves to break over the bow and slow me down. Also, in these heavy winds, I usually sheet in as tightly as possible so that I point high. But, in Antigua, that strategy seemed to cost power needed to beat upwind against the high waves.

Perhaps just to add variety to the agenda, the third race was sailed on a full Olympic course. So much for my complaint about sailors being able to avoid jibing. Fortunately, I didn't have to worry about what type of course we were sailing or where the marks were. That's one advantage of being in the middle of the fleet. (I'm forever reminded by certain family members who shall remain nameless about leading Jas and his older brother, Tim, way off course several years ago in high waves, and blinding rain. We were leading and pulling away... until

Windward Leg - 2002 No.2

Cont'd page 19
my navigational screw-up dropped us from a sure 1/2/3 finish to dead-last/next-to-last/next-to-next-to-last.) Setting those not-so-fond memories aside: My earlier words about jibing being such an integral part of racing came within a hair of backfiring off Antigua. I went planing around the jibe mark and, maneuvering awkwardly to avoid another boat just as my sail whipped across in the jibe, came within an inch of capsizing. With my boat practically on its leeward rail, I scrambled up on the side of the boat and, somehow, it didn’t quite finish the capsizing. Nonetheless, my lapse in seamanship cost me a half dozen boats... although it was semi-gratifying when one of the more jib-proficient sailors yelled out “Nice save!” as he zoomed past and left me gasping for breath and grasping for lines and tiller. Observation: Based on my experiences with large-fleet starts, I question the wisdom of mixing it up with the pin-end crowd. In my opinion, that holds true even if the race committee sets the start line to slightly favor the pin end... unless you’re the lucky sailor who nails the start right at the pin and is fast enough to maintain or, better yet, stretch your lead, and lucks into a wind shift that allows you to cross the entire fleet. However, I was too chicken to shoot for the pin-most position at the Worlds...and I didn’t have the boat speed to keep up...and, even though I might have wanted to tack to port on a shift, I couldn’t until fellow starboard tackers on my windward quarter decided to tack first. In retrospect, I’d start more toward the committee boat end of the line where it’s less busy and I’d be able to make a move when I wanted to. Sidebar comment: I want to compliment the race organizers (in particular, Jean Bergman, Pres. of ISCA) for making all the arrangements...which largely go unappreciated unless something goes haywire, in which case, the complaints come lightning-quick. Likewise, I credit the Race Committee with a terrific job setting a square course; I was particularly impressed with the squareness of the leeward legs. But there was a sour note at the Worlds – the Protest Committee. At the pre-race skippers’ meeting, we were told, “we hope we don’t see any protests.” I strongly recommend that this statement be clarified: Does it imply (a) that fouls should be adjudicated on the water by the offender doing his 720 (which is a good thing) or (b) that, unless a foul is truly grievous, the Protest Committee doesn’t want to hear about it (which conceivably could allow unscrupulous competitors to get away with any foul unless it caused a collision). In one race, Jas on starboard had to change course to avoid a port tacker trying to cross him. Trying to be tactful, Jas indicated that he would protest if the guy didn’t do his 720... and after a couple more crossings with follow-up warnings and no response, he announced to the guy (who finished 2nd in that race) that he was protesting, reported such to the committee boat after the race, and formally filed a written protest when we got back onshore. That evening, the Protest Committee not only ruled against Jas because he hadn’t followed proper protest procedures (i.e., saying “I protest you!” and flying your protest flag ASAP), they spent virtually the entire time lecturing him about protesting. They never addressed the underlying and potentially dangerous starboard-port incident. I don’t dispute that the Protest Committee was within its rights to deny Jas’s protest. But it really owed the offending port tacker the brunt of the admonishment for the sake of the rest of the fleet... not Jas for a comparatively minor procedural faux pas. What a pathetic example of totally missing the target. This year’s Inland Lakes Regional Championship on Big Cormorant Lake by Detroit Lakes, MN, was kind of an embarrassment thanks to my inability to stay out of trouble. I fouled Bud. I fouled Joe. I literally ran into people. I did 720s till I was dizzy. The Regional taught me that being aggressive sometimes pays off with modest dividends...but it frequently backfires, with major negative consequences. So, my motto for the Worlds was “No confrontations!” And, therefore, I made a concerted effort to keep a weather eye out for on-the-water situations before they turned into potential fouls. I didn’t force the issue when someone squeezed in at a mark at the last second and claimed overlap or no overlap. And on runs, I tried being the port-most boat so that I wouldn’t have anyone sitting on my wind and vice versa. Based on Jas’s experience with the Protest Committee, I’m glad that I adopted that strategy. BOAT #46... was used by another American sailor for Gold Fleet races on Wednesday. So, when I checked #46 preparatory to Thursday’s last set of three Silver Fleet races, it was rigged differently. In place of the Harken, he had installed a Fredericksen block, which also had a cam to prevent it from spooling backwards. But instead of the Harken’s smooth-surfaced pulley, the Fredericksen’s pulley has “notches” that do a better job of gripping the sheet. He had also replaced the standard-issue sheet with some fat, yellow sheet and since he was in the top ten in the Gold Fleet, continued on page 20
I swiftly decided to stick with his setup. He said the main sheet was rougher on the hands, but offered better purchase. He also did some re-rigging of the outhaul and downhaul that looked better than what Jas and I started with. I had a choice of taking up the other sailor’s offer to use his equipment or putting the original stuff back on. When he told me offhandedly about being in the top ten in the Gold Fleet, I swiftly decided to stick with his setup. (Incidentally, he finished around 7th in the Gold Fleet’s final standings...which means that Jas’s and my not so sterling performance in #46 can’t be blamed on the boat...which is a bit hard on the ego and drives me nuts wondering what he’s doing that I’m not.)

The last three Silver Fleet races were sailed in relatively benign winds (maybe 10-12 mph) and correspondingly diminished waves. Virtually no one had a Jens, and I left my outhaul and downhaul fairly loose. Bottom line: I don’t know whether it was the smaller waves, changed block and sheet, outhaul and downhaul adjustments, non-Jens, or what, but I was a different sailor from Tuesday’s dismal 25-22-20 finishes. I had a 3(!)-14-11. I thought I might have been OCS in the race I finished 3rd.

Despite the lighter winds, my leather gloves (regular work gloves, not fingerless sailing gloves) were toast by the end of the day...and maybe victim to the yellow, hard-on-the-hands sheet. I had holes big enough that my fingers were coming completely out of the gloves, and my fingers were still shredding chewed up skin a month later.

When it was all over and done with, Jas was 27th and I was 13th. Actually, I tied Jen, or what, but I was a different sailor that day, maybe victim to the yellow, hard-on-the-hands sheet. I had holes big enough that my fingers were coming completely out of the gloves, and my fingers were still shredding chewed up skin a month later.

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Despite the lighter winds, my leather gloves (regular work gloves, not fingerless sailing gloves) were toast by the end of the day...and maybe victim to the yellow, hard-on-the-hands sheet. I had holes big enough that my fingers were coming completely out of the gloves, and my fingers were still shredding chewed up skin a month later.

When it was all over and done with, Jas was 27th and I was 13th. Actually, I tied in points with Don Bergman, but the tiebreaker gave me 13th and him 14th despite the fact that he beat me in five races, because my best finish was better than his...which doesn’t seem right to me. Regardless of all that, I considered it an honor to finish on a par with Don. Not only is he the unquestioned gentleman of Sunfish racing, it says something for his ability vis-à-vis mine when he beats me five out of six despite being 70 years old, with a bad back and excruciatingly painful leg that was obvious just watching him hobble around.

**Jan & Barb** and about 30 or so other tourists circumnavigated Antigua on a huge catamaran. Unfortunately for them (and probably for the tour operator’s fuel budget), their tour was on Thursday, when winds were relatively light for our races and apparently too light for the cat captain’s taste...and he opted to motor a good portion of the way, which would have taken away from the experience for me. Regardless, the bar was open, the snorkeling was great, and a good time was had by all.

In fact, Jan and Barb made it sound so appealing that Jas and I wanted to join them in a reprise on Saturday when the winds promised to be ideal. The only hitch was that Jas and I had to turn in #46 to Mr. Vanguard guy by 1000 to catch the dinghy to the cat. Unfortunately, turning in our boat meant finding the hull (which wasn’t in its usual location); getting boxes and plastic bags for parts from Mr. Vanguard; disassembling the rig, tiller, and rudder; removing the drain and scraping off every molecule of silicone cement that I’d used to seal the drain in place; using acetone to get duct and electric tape residue off the spars, packaging everything; finding out which SunSail unit my #46 Gold Fleet partner was in, so I could retrieve the Harken and other odds and ends that had to be accounted for; reboxing the hull and getting the box stapled; and loading the box into the shipping container (basically, an 18-wheeler trailer).

All this monkey business took us till about 1015. After sadly watching the dinghy leave SunSail for the catamaran without us onboard, we decided to stick around and ended up helping shovehorn another 35 Sunfish into the shipping container. Believe me...everybody there worked their tails off! It irked me to find out that a few sailors bugged out without doing a dang thing about their boat. I suggested to Mr. Vanguard (who promptly disregarded my idea) that those of us who stuck around and had to cover for the absentee sailors ought to split their $100 damage deposits.

**Odds & Ends**...include memories of being fascinated for minutes on end watching pelicans dive bomb fish from maybe 100 feet high, fold their wings back just before hitting the water, then bob back up with lunch.

I got a charge out of the small (6-inch-max) lizards that were everywhere. We even had a baby lizard, maybe 1½ inches long, get into the villa somehow...and I had to catch it and shoo it outside so that Jan could get to sleep. I thought that catching one of the wily, lightning-fast, full-grown lizards was virtually impossible. But once, Jan and Barb were sharing the villa’s patio with a friendly cat that occasionally visited our door...and it caught a lizard, which looked particularly gruesome with legs and tail sticking out of the cat’s mouth. At least we were comforted by the fact that the cat wasn’t going hungry.

Roy told us that Antigua’s snakes had been eradicated by mongooses imported years ago to tackle the rat population (another imported problem). The trouble is that, once the rat population was decimated, the mongooses looked for other food. Thus, the loss of snakes...and now a decreasing bird population. When will man realize that it ain’t nice fooling with Mother Nature? We did have birds in the vines around our villas...very pretty, but with a raucous call that was not pleasant. And speaking of raucous, when nighttime fell, there was a plethora of loud what-I-felt-were-bird chirps...that we were told came from the island’s version of crickets that sounded nothing like a Midwest cricket.

It took us till at least mid-week before we found out the all the facilities at SunSail were available to us for free, which included use of 15-foot Hobie catamarans, Lasers, and other watercraft. Having watched amateurs (or overly aggressive sailors) capsize and turtle Hobies right and left for days, we tried to always pick one with a float on the top of the mast. However, our inherent skills made that care unnecessary...if you don’t count the time that Jas fell off the Hobie when we were flying a hull, nearly taking the whole thing over with him.

I should note that SunSail had an excellent crew of assistants rigging the boats for you and running around in chase boats to help folks in trouble. As a rule, a capsized tourist had a chase boat next to them in less than a minute. We learned that SunSail’s staff are sent to England for training. And we frequently saw them take the equipment out (I assume to keep their skills sharp), Congo lining around in Lasers or flying a Hobie hull forever.

Jas and I also raced around in a couple Lasers. I had sailed a Laser once in my life, 10 years or so ago, if you can call 30 seconds upright as sailing. I had considered myself a pretty good sailor based on my Sunfish experience, but the swiftness with which that Laser capsized taught me the definition of "tender", and gave me new respect for Laser sailors. But here at SunSail, Jas and I had no problems, although I found my Sunfish hiking habits did not translate well to the Laser, which had a hiking strap that got in my way tacking, and no cockpit lip to hook my toes under.

We definitely had more than our share of troubles when we tried sailboards. I remember being a pretty decent sailboarder 10 or 12 years ago. In fact, I didn’t like to go out unless the wind was at least 20 mph. So, I expected those motor skills would come back pretty quickly...kind of like the theory about never forgetting how to ride a bicycle. Wrong! I managed to not look too
Yankee Duo a Dandy!

Doug Cassell has R/C'd these road trips to the Cape for the Sherborn Yacht Club for at least 15 straight years. He commands competitive and sporting races with some extremely competitive Sunfish folk, some of them fast. In history there have been just two protest hearings - a collision that sank a boat and then there was Beckwith the Younger DSQ'd by a woman. And the event was canceled once when the porta-john literally blew over on the beach.

Chowder Cup

The Chowder Cup regatta on Saturday, this year sailed in the lee of the mediterranean. We were tempted not to shift because of the fairly clear run of wind. Folk, some of them fast. In history there have been just two protest hearings - a collision that sank a boat and then there was Beckwith the Younger DSQ'd by a woman. And the event was canceled once when the porta-john literally blew over on the beach.

Just Desserts

The Sunday segment of the Duo had the typical great autumn sailing on the Cape. The winds were a little more weird than normal, as the air seemed to be dazed from the previous day. Our new sailing site on Town Cove has a long fetch in the direction of the "prevailing wind" but this day wind prevailed over a bluff and across the cove. The weather mark became one of those memorable social gatherings where the whole fleet arrives at the same time in the first rounding. Boats coast in from half the compass, tacking several times without changing course, and one or two "lucky" people catch the first puff out of town. In one rounding Peter Barnes suddenly had starboard tack on the whole fleet as everyone to the left got tacked to port by a shift within two lengths of the mark. Peter hailed: "Has ANYONE read the new rules?" He declined to protest under the circumstances.

Bill Brangiforte was always the "lucky" guy at the weather mark and once again won convincingly, counting three bullets and a second after throwing out a miserable third. Considering all of the holes and shifts of the day he had a lot more than luck on his side. Drew Buttner won the two races left over by Bill and also avoided disasters to finish a close second. John Ingalls finished third, Liza Genovese fourth, and Allen Buttner fifth. Some twenty or more of you regulars must have been scared off by the whole gale warnings of the day before.

Trophies for both days were by Pat Cassell. The Chowder Cup top five and the Aged and Treacherous trophies were hand thrown chowder bowls hand lettered by Pat for the occasion. Sunday's trophies were Pat's framed professional photos of each winning competitor in action (including some wild ones from the day before).

The 2002 Duo will be on October 5th and 6th. The new venue at the Orleans Yacht Club combines the famous great and friendly sailing from Pleasant Bay days with a very civilized and convenient location. The wing mark was 50 yards from the bar. The club has lots of parking, a nice paved public landing, indoor plumbing, docks, and best of all, people who enjoy hosting and running fun regattas. By Roger Demler

Chowder Cup

Orleans Yacht Club
October 6, 2001
1 Drew Buttner
2 Allen Buttner
3 Bill Brangiforte
4 Doug Ambos

Just Desserts

Orleans Yacht Club
October 7, 2001
1 Bill Brangiforte 1-1-3-1-2 5
2 Drew Buttner 2-3-1-4-1 7
3 John Ingalls 4-2-2-3-5 11
4 Liza Genovese 6-4-4-2-4 14
5 Allen Buttner 3-8-5-6-6 20
6 Doug Ambos 5-6-7-5-9 23
7 Marty Rich 12-5-8-9-3 25
8 Rapid Buttner 7-7-6-7-7 27
9 Peter Barnes 8-9-11-8-8 33
10 Pete Beckwith 9-10-10-10-11 39
11 Roger Demler 10-11-9-11-10 40
12 Paul Dierze 11-12-12-12-12 47

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Linton Tosses a 2nd at FL States

With the first cold front zipping through Florida, attendance at the Sunfish States was low, but choice, with hard-core sailors dedicated to competing even if it meant dusting off the foulies and donning layers of fleece and neoprene. A total of 15 sailors registered (about half as many as expected) including 7 Masters, 2 female sailors, 4 juniors, and 2 “non-masters, non-female” adults.

Four races (Olympic-style and windward-leeward courses) were held Saturday afternoon in 15-22 northerly knots, followed by a cookout at the club (brauts and steaks, a meat-lover’s festival!).

On Sunday, after a generally sluggish departure from the club, 3 races were held in bracing 20-25 knots of breeze. At least the chop was pretty minimal. Talk about getting some races for your money!

Florida State Sunfish Championship
Davis Island Yacht Club
Tampa, Florida
October 27-28, 2001

<table>
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<tr>
<th>Sailor Name</th>
<th>Scores</th>
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<tr>
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<tr>
<td>James Liebl</td>
<td>3-2-1-1-3-3</td>
<td>12</td>
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<tr>
<td>Rod Koch</td>
<td>2-3-3-2-3-1</td>
<td>16</td>
</tr>
<tr>
<td>Rick Pantall</td>
<td>4-4-4-3-4-6</td>
<td>25</td>
</tr>
<tr>
<td>Gail Heuuler</td>
<td>8-5-7-6-6-4</td>
<td>32</td>
</tr>
<tr>
<td>Dave Kaighin</td>
<td>6-1-2-5-5-5</td>
<td>35</td>
</tr>
<tr>
<td>Rod Koch</td>
<td>2-2-3-4-3-1</td>
<td>16</td>
</tr>
<tr>
<td>James Liebl</td>
<td>3-3-2-2-3-3</td>
<td>12</td>
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<tr>
<td>Gail Heuuler</td>
<td>8-5-7-6-6-4</td>
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<tr>
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<tr>
<td>Top Junior</td>
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<td></td>
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<tr>
<td>Top Rookie</td>
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1 J eff Linton , Tampa, FL 1-1-1-1-2-1-2 7
2 James Liebl , Titusville, FL 3-3-2-2-1-3-1 12
3 Rod Koch, St. Pete., FL 2-2-3-4-3-2-1 16
4 Rick Pantall, Port Gorda, FL 4-4-4-3-4-6-17 25
5 Gail Heuuler, Tampa, FL 8-5-7-6-6-4-4 32
6 Dave Kaighin, Sarasota, FL 6-1-2-5-5-5-5 35
7 Erik Tanner, Orlando, FL 17-7-12-10-8-7-5 59
8 Mindy Strauley, Dunedin FL 7-8-8-5-5-7-7 62
9 Eric Ericson, Sarasota, FL 11-9-10-9-9-7-7 65
10 Mystery Sailor    | 17-7-6-9-7-9-9 | 72
11 Bill Mauk, Miami, FL 12-11-11-7-17-17-74 74
12 Kyle Wagner       | 10-10-10-7-7-7-7 | 78
13 Paul Strauley, Dunedin FL 5-6-7-7-7-7-7 79
14 Jeff Willis, Tampa, FL 17-15-17-17-8-6 80
15 Pat Hamilton, Pt. Gorda FL 19-16-9-12-11-7-7 80
16 Michael Mierswa, Sarasota 15-14-17-17-9-7-7 80
17 Jeff Linton with wife Amy and right, 3rd place finisher, Rod Koch

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Plus...check out our web classifieds: www.tshack.com

Are you having fun on water yet?
James Liebl is Fast at Mount Dora

Sunfish sailors made a strong showing at the 49th Mt Dora Regatta. Over 30 sailors traveled to the picturesque inland lake eager to participate in a competition that has become famous for race management techniques as eccentric as the wind conditions. The wind was there, albeit ruthlessly shifty and the Race Committee appeared to be throwing the racers a nasty curve ball. Races started on time, the start line was square, signals were made by the book and the windward mark was placed fairly close to the average heading of the varying breeze.

This strange turn of events was the main topic of discussion at dinner! Sunday the races went off like clockwork and it appeared that there was not going to be a "Mount Dora Surprise". Not to be, however, the scoring program had a glitch and only first races went off like clockwork and it appeared that there was not going to be a place was correct when the trophies were handed out.

Everyone had a great time just the same and Mount Dora volunteers under the guidance of Chairman Martin Zonnenberg were truly hospitable in every way and it's that reason this regatta continues to be a favorite of the Sunfish Fleet.

Caribbean Bareboat Flotilla Cruise

VIRGIN ISLANDS CRUISE #2 PLANNED FOR JANUARY '03

It's not too early to plan ahead to attend the second Sunfish "Big boat" flotilla cruise in the beautiful Caribbean Virgin Islands. The date has been set for the week of January 13th, 2003—just before the charter rates go up and the popular harbors become gridlocked. We all had such a great time (read about the fun in spring '01 issue of the Leg) two years ago when we had three boats/13 Sunfishers and friends. Goal is to at least double the number of boats (there is a 5 boat fleet discount) this time around. The cruise is open to ALL so talk it up among your friends and neighbors and join us. To wet your appetite, call the Moorings for a colorful brochure, check out our web site (thanks again to Bishop Stieffel) at http://www.sunfishclass.org/flotilla/

Or contact Paul Odegaard for additional info - 203-453-6416 or captnodie@worldnet.att.net.

Think wind/clear waters/snorkeling/Party/party/shopping/hiking/Beachcombing and FUN UNDER THE SUN!

Details:

BOATS: Choose from new or used 32-50' monohulls/38-47' huge catamarans-bareboat charter (you captain or we match you with a captain).

CHARTER CONNECTION: 1st Class all the way with The Moorings www.moorings.com or call 1-888-703-3173 ext. 3308 for Barb. Daetwyler or 3237 for Cheryl Haines—mention the "Sunfish flotilla". The Moorings can also handle travel arrangements, transfers, etc.

TENTATIVE SCHEDULE:

Firm up all arrangements/reservations in July or by the end of August for best choice of charter boats/economy airfares. Fly to the new Tortola, BVI airport (via San Juan) arriving Monday afternoon Jan. 13th. Check-in, get briefed, group dinner/rum party ashore, evening stay on your boat in a slip. Tue. Through Mon. cruise St. John and the British Virgin Islands. Depart Mon., Jan. 20th, afternoon, or overnight at Moorings motel to wind down, and depart Tue. am.

WHAT NEXT? Call Moorings for a brochure, talk it up, get a boatful, coordinate all arrangements with Odie-All deposits must go in together to get the fleet discount.

BE THERE!

WE'RE NOT GETTING ANY YOUNGER!

Mail this ballot or make copies!
Regatta Results
Southeast Champ is Ken Krawcheck

The 2001 Southeast Regionals were held Oct. 20-21, 2001 at the James Island YC on Charleston Harbor, SC. There was a very good turnout of 18 boats from South Carolina, North Carolina, Georgia and Virginia. The regatta was rescheduled from mid-September due to high winds created by a tropical storm passing offshore of Charleston. Conditions for the regatta were excellent both days, 8-12 mph on Saturday and 6-10 mph on Sunday. Both days featured relatively predictable oscillating winds and the normal strong tides in Charleston had little impact on the racing.

Six races were sailed, with one throwout. Kenneth Krawcheck, of Charleston, sailed consistently to win the regatta, throwing out a 5th as his worst race. Local junior sailor, Patrick Wilson, fresh from the Sunfish Worlds, was the first junior and second finisher overall. John Meyer of Virginia, sailed consistently to take the Masters Division.

Krawcheck, in winning the regatta, received the John Anderson Regional Perpetual Trophy, dedicated to "our good friend, sportsman, and former Regional Representative" (1965-1999).

Many thanks to the James Island YC for hosting the event, and in particular to PRO, J.D. Rosser, who was ably assisted by Paul Rossman, Steve Shapiro and Dave Stanger. And thanks to Gail Turluck who traveled all the way from freezing cold Michigan to balmy South Carolina for the regatta. Kenneth Krawcheck

Dickenson is Bantam Winner

The Bantam Lake 2001 Sunfish Connecticut Governor’s Trophy Regatta was held on Aug. 18. Five races were sailed in light air, Malcolm Dickenson returned to Bantam in old form winning the regatta for the third time. Ken Charles sailed well and finished second, with Gerhart Menzel taking third place honors. by Paul Borse

Bantam Lake Governor’s Trophy
Aug. 18, 2001

<table>
<thead>
<tr>
<th>Rank</th>
<th>Name</th>
<th>Scores</th>
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<tbody>
<tr>
<td>1</td>
<td>Malcolm Dickenson</td>
<td>2-4-1-4-1</td>
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<tr>
<td>2</td>
<td>Ken Charles</td>
<td>1-1-7-2-6</td>
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<td>Steve Langford</td>
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<td>Gordon Geick</td>
<td>6-7-6-6-12</td>
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<td>Hank Groupe</td>
<td>9-10-5-9-5</td>
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<td>9</td>
<td>Bernie Spence</td>
<td>10-11-8-7-7</td>
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<td>Daller Hoopes</td>
<td>4-5-12-12-9</td>
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<td>11</td>
<td>Paul Borse</td>
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<td>49</td>
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<td>12</td>
<td>Terry Ryan</td>
<td>11-12-11-10-5</td>
<td>55</td>
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<tr>
<td>13</td>
<td>Brad Esthus</td>
<td>13-13-13-13-11</td>
<td>63</td>
</tr>
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</table>

Bantam Lake Sailors:
Front L-r: Malcolm Dickenson 1st; Ken Charles, 2nd; Gerhart Menzel, 3rd; Larry Cochran, 5th; Back L-r: Art Moreau, RC; Nicky Einthoven, 4th; Daller Hoopes, 10th; John Siddens, RC Chairman; Paul Borse, 11th; Terry Ryan, 12th; Bernie Spence, 9th; Brad Esthus, 13th; Scott Gray, RC.
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. A member 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. First time Junior members may join for $5.00 for their first year. 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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<table>
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<td>Additional Family Members:</td>
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<tr>
<td>Phone: Home</td>
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** If previously registered

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TOTAL ENCLOSED

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

UNITED STATES Sunfish CLASS ASSOCIATION · P.O. BOX 300128 · Waterford, MI 48330-0128 · (248) 673-2750

Reasons to join the class:

• Receive Annual Regatta Schedule
• Be eligible to race in sanctioned events & attempt to qualify for the World Championship & Pan Am Games
• Receive The Windward Leg
• Receive the Class Yearbook and Directory, including the Class Constitution and Rules
• Meet others who enjoy the sport of Sunfishing

Support the CLASS so it Can Support YOU!

Join the class and receive regatta information and results, tips, and more!
CLASS OFFICE SERVICES

Please send your change of address to the USSCA office before you move! To save the Sunfish Class the $50 the Post Office charges for the change of address return card and forwarding of your Windward Leg, keep us apprised!!!

Mailing Labels for distribution of regional newsletters or regatta notices, etc. may be ordered for $15.00 plus $.06 per name. Allow two weeks for delivery. New Sail Numbers may be ordered by sending a check for $12.00 (current members) or $15.00 (nonmembers) payable to USSCA. These are sticky back, official 10" black cloth numbers. Include your name, address and sail number. Membership information can be obtained from the office or your regional rep.
Call Peg Beadle at 248-673-2750 or email: sunfishoffice@aol.com for information.

Videos Available
Videos for Class promotion or entertainment at a fleet meeting or regatta may be rented by writing or calling the Class Office.

The Sunfish Web Page Address is:

www.sunfishclass.org

You can find race results, regatta notices, bulletin board, and more. You can sign up for the Sunfish Listserve at the website too!

Emailing articles to the Windward Leg:
Submission of articles by email is possible by sending to windwardleg@aol.com
However, please send me a hard copy by mail or fax as well, to ensure inclusion the Leg! Thanks.

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Classified Ads: (Minimum 25 words)
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Regatta Name

Name

Address

State Zip Country Email:

City

Day/Phone Eve/Phone Birth Date: Sex:

Yacht Club Sail #: Hull Color Deck Color

USSCA# USSA# Amount Enclosed $ 

Arrival Date (NA's) Number in Party T-shirt size

Requesting Housing? If so, for how many?

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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USSCA Board of Directors and Committee Chairmen
incompetent getting outside the harbor that was sheltering us from the waves. Mistake! I was nearly helpless trying to cope with waves coming at a weird angle to the wind ... and felt lucky to fall off only a dozen times or so before ignominiously making my way back into the safe waters of the harbor and thence to shore...never to try that again soon. I won't tell you how Jas did... other than to say that he was no better.

At the Awards Ceremony, it was neat to see Sunfish's international appeal; the top five finishers represented five different countries. Perhaps on a down note, the first U.S. finisher was 5th, perhaps reflecting that the U.S. is falling behind in the number of youngsters coming into Sunfishing.

FYI: Bottom line cost for going to the Worlds: I'll guesstimate around $6,000 ... and that's US$... for four of us, including airfares, accommodations at SunSail, Worlds boat fees, tours, extra food, souvenirs, etc. But the memories and family bonding were priceless.