Mendelblatt Victorious in Light-air Sarasota Midwinters

By Charlie Clifton

The 2005 Sunfish Midwinter Championship was dominated by David Mendelblatt of St. Petersburg, FL. Winds of 10-15 the first day progressively decreased to 6-8 by the last day. Spring temperatures in the 70s made sailing the crystal clear waters of Sarasota Bay very enjoyable.

Having 89 boats on the starting line put a premium on clear air and freedom to tack in the oscillating conditions. Staying in phase and deciphering a very variable current were also paramount.

While Mendelblatt reeled off three straight bullets, 15-year-old Connor Blouin (Tampa Bay, FL) stayed closely in touch with two seconds and a third. Tom Whitehurst (Pensacola, FL) was the first one to beat Mendelblatt, but the eventual champion followed right behind in second place.

Eduardo Cordero (from Queens via Venezuela) finally found the form expected of him in the fifth race. Fighting off a severe case of "Johansen's Syndrome", Cordero won, followed by Hank Saurage (Baton Rouge, LA). Mendelblatt posted his worst finish of the series - a third.

Chip Clifton (Nashville, TN) jumped out to a big lead in the sixth race. Mendelblatt was not to be deterred and overtook him at the very end of the last beat.

The seventh and last race was Mendelblatt's again, although Joe Blouin (Tampa Bay, FL), exhibiting the form that won him the Masters the week before, was challenging in second.

Jean Bergman (Holland, MI) showed she is still fast as she claimed "Top Woman". Connor Blouin was "Top Junior" by a wide margin.

Race Committee PRO Cindy Clifton and her crew did a fine job of setting the windward-leeward courses and reacting to wind changes. Henry Moore, Harry & Melinda Keith, and Bill Brandenburg came for Judge duty. The Sarasota Sailing Squadron went all out with shrimp, seafood gumbo, chicken, chili, free beer, and sodas. The Casino Night was a big hit as Dan Norton walked away with a wheelbarrow full of winnings.

Consistency is Key to Blouin's Success at US Masters

By Charlie Clifton

Despite winning only one race, Joe Blouin from Tampa Bay, FL took the 2005 US Sunfish Masters Championship by a large margin.

Winds of 10-15 knots gradually diminished each day as the series progressed. Unusually strong current at times vexed the 83 sailors, who attended from all over the US, Canada, and the Bahamas. The large fleet provided ample opportunity for disaster and put a premium on consistency. Starting lines were scenes of battle and picking the correct side was critical. The "no throw-out" format mandated caution.

Story and results continued on page 4

Upcoming Regattas for 2005

ISCA World Championship
Martinaque
May 21-28, 2005

World's Master and European Championship
Workum, The Netherlands
June 27-July 3, 2005

USSCA North American Championship
Junior North Americans
Lewes YC, Lewes, DE
July 10-15, 2005

Women's North Americans
Bay St. Louis, MS
October 7-9, 2005

Sunfish Midwinter Champions:
Back and Center rows (L-R): Connor Blouin, 5th; David Mendelblatt, 1st; Chip Clifton, 7th (back); Eduardo Cordero, 3rd; Tom Whitehurst, 2nd.
Front Row (L-R): Jean Bergman, 12th and top woman; Joe Blouin, 9th; Todd Edwards, 6th; Dan Norton, 8th and top junior.
(Photo: Peg Beadle)

Midwinters results on page 3
Wow, it’s hard to believe it’s been more than a year already since I took the helm at the Windward Leg. I’ve had great fun getting to meet many of you in email and over the phone, and would like to thank everyone who has sent articles, stories, photos, and results for our class newsletter. I’d also like to thank our advertisers, whose ongoing sponsorship helps to cover the costs of publishing the Leg.

I encourage you to send your stories and regatta results. We are always looking for articles that share racing skills and experience, tell a story about a regatta you attended, or otherwise help to further the sport of sailing and our wonderful Sunfish class. This is an international newsletter, and I welcome information and results from our ISCA members around the world. And, of course, please send photos (with names) and artwork with your stories!!

So get out and attend some regattas, travel a bit, have fun, and then please share your experience with your fellow class members!

Fair winds and great sailing!

- Peggy Malecki Irwin, Editor

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**Letters to the Editor**

**Have you seen the missing Class trophies?**

Our Mid-Atlantic Representative, Connie Miller, writes:

The USSCA is missing two of our perpetual trophies: the “George Anderson” trophy, donated in 1996 in memory of George and awarded to the top Master in the NAs, and the Midget Trophy, donated in 1995 and awarded to the top Midget in the NAs. Both went missing around 2000 and we would like to have them returned. I have tried many avenues to find them and am hoping someone may read this in the Windward Leg and help locate the trophies. Thanks, Connie (contact Connie at constmill@comcast.net).

**Remembering Commodore Paul Runyon**

Although Paul Runyon may never have stepped foot in a Sunfish, he had, without a doubt, a substantial impact on the U.S. Sunfish class and its sailors.

As race committee chair at the Moriches Yacht Club on Long Island, NY, Paul presided over Sunfish events since the early 1960s. Paul always presented an air of dignity and importance that elevated each event that he presided over and peaked the performance and conduct of every competitor. As sailing chairman, commodore, and past commodore of the Moriches Yacht Club, Paul has been at least partly responsible for the success of numerous competitors and past present champions of our Sunfish class. Always the encourager, Paul would send newcomers, juniors, and veterans out to the racecourse with a confidence only he could muster.

Paul was a great supporter of junior Sunfish sailors and a promoter of junior sailing programs. Paul was always first to volunteer as race committee for “The Shinnecock Bowl”, the Junior Great South Single-handed Championship and US Sailing qualifier, held in Sunfish.

Many of those sailors he coached are now top contenders in numerous classes and successful in sailing-related industries. It was heart warming for me to be at his recent “Celebration of Life,” where hundreds of his friends, family, and sailors from all over the Northeast were present to pay him honor. His nephew, Sunfish sailor Kenny Mockridge, remembered when Uncle Paul would bring him and Kenny’s cousin, Chris Runyan, to all the junior Sunfish regattas. Even recently, Paul would show up at the Regional events and even the Worlds just to support and encourage Kenny and the other sailors.

All that knew him and sailed with him will miss Paul. We will miss him at every start and every finish. We will miss his post race council, “Bud” in hand. We will miss his presence after every major event that he may have been present at. We will miss his incredible sliced steak and duck BBQs. Most of all, we will miss our friend.

Paul Runyan passed away on January 28, 2005 at age 77.

- Ron Kukiewicz
New York Regional Representative

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**Windward Leg 2005 Ad Rates**

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*If your ad does not conform to these sizes, you can purchase a custom-sized ad at only $4.95/sq. inch.*

**Classified Ads:** (Minimum 25 words)
- Personal: $.30 per word ($7.50 min.)
- Commercial: $.50 per word ($12.50 min.)
Regattas

Masters (cont’d from page 1)

Blouin handled all the challenges in an expert manner. He won the first race, followed by Donnie Martinborough (Bermuda). Tom Whitehurst (Pensacola, FL) took the second race, followed by Todd Edwards (from some backdoors bayou in Louisiana).

Martinborough won the third race followed by Blouin. At this point, Martinborough was as close as anyone would get to Blouin.

In a huge fracas at the pin in the fourth race, Martinborough, somewhat at fault, was rammed and suffered a huge gash on his thigh. Oozing blood and trailed by hungry sharks, he managed to finish 29th. Todd Edwards won as Blouin, finishing second, began to show the consistency that would win him the title.

Martinborough came back to win the fifth and last race, but Blouin was again right behind in second to sew things up by an 11-point margin.

Mindy Strauley was the "Top Woman". She sailed an exemplary series, finishing 10th overall.

Age groups were scored within their own division, so some sailors beat others within their group whom they did not beat in the overall standings.

The Sarasota Sailing Squadron provided shrimp, salmon, seafood gumbo, free beer, and sodas. David Hartman’s team won the Trivial Pursuit contest Saturday night. Long overdue in the sailing world were the garden stepping stone trophies, expertly crafted by Ken Tebo. Carol McDowell sponsored the event and worked overtime to conduct a tsunami relief fund raise in conjunction with our builder, Vanguard Sailboats. Cindy Clifton and her RC crew did a fine job, as usual.

US Sunfish Masters Championship 2005
Sarasota SS Sarasota, FL
March 4-6, 2005

1 Joe Blouin 1-3-2-2-2 10
2 Tom Whitehurst 5-1-6-5-4 21
3 Todd Edwards 10-2-4-1-7 24
4 Donnie Martinborough 2-5-1-29-1 38
5 Chris Williams 3-4-3-18-27 55
6 James Koehler 12-16-9-14-5 56
7 Danny Escobar 4-9-4-26-16 57
8 Rich Chapman 17-13-5-7-39 81
9 Tony Elliott 14-1-7-6-36 88
10 Mindy Strauley 15-27-13-17-18 90
11 David Olson 13-25-11-34-9 92
12 Rita Steele 27-20-36-10-10 103
13 Paul Strauley 19-9-4-3-2-3 105
14 Bruce Kennedy 8-37-27-19-17 108
15 Richard Tillman 11-9-7-DQ3 111
16 Fritz Hanselmann 25-19-33-11-25 113
17 Jerry Callahan 30-17-18-30-19 114
18 Joe Bergman 22-23-21-14-38 118
19 Jim Greenfield 24-26-8-39-22 119
20 John Fletcher 28-12-32-8-40 120
21 Lee Parks 7-14-30-49-33 133
22 Courtney Young 23-29-19-50-12 133
23 Ron McHenry 9-21-26-52-26 134
24 R(Bud) Nareson 16-10-20-45-43 134
25 Gordon Geick 6-5-1-22-40-14 135
26 Charlie Clifton 26-22-12-57-21 138
27 Don Bergman 29-2-24-53-6-43 146
28 Shapooger Guzder 20-61-23-38-5 147
29 David Hartman 9-49-24-12-20 152
30 Leland Brode 33-41-14-26-41 155
31 Linda Tillman 18-38-61-22-16 155
32 Robert Berg 55-11-29-40-23 158
33 Charlie Rahn 35-36-44-32-24 171
34 Graham David 37-18-46-37-34 172
35 Tom Katerhenrinerch 36-28-40-43-29 176
36 Paul Lindenberg 51-43-37-25-28 184
37 Erik Erickson 21-35-54-9-71 190
38 Per Stamos 40-52-10-44-44 190
39 Brigitte Hoey 43-44-35-28-45 195
40 Phil Splitter 53-40-38-13-53 197
41 Steve Elliott 43-53-57-16-48 199
42 Brian Wolfsen 46-69-28-27-31 201
43 Chris Gates 38-39-34-54-37 202
44 Rob Eberle 47-32-60-24-52 215
45 David Mahrer 32-55-Df35-13-13 219
46 William Habeerland 61-50-31-53-20 228
47 Rich Baumann 41-30-15-66-55 236
49 Dick Saunders 54-76-41-20-49 240
50 Peter Buckley 48-45-55-60-35 243
51 Sharon Del Bianco 52-73-56-58-11 250
52 Jack Scragg 34-7-DS-42-42 251
53 Cindy Hoey 44-56-53-48-58 259
54 Anne Weber 56-42-52-59-54 263
55 Rose Rowland 70-46-67-15-66 264
56 L.K. Bradley 74-71-31-23-70 269
57 Carol A McDowell 59-57-70-36-51 273
58 Gerhart Menzel 57-68-43-61-46 275
59 Tom Boren 39-53-59-70-55 276
60 Douglas Warren 60-48-45-64-62 279

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Catching Up with Masters Sunfish Sailing
by Fritz Hanselman
Masters Coordinator

I rejoined the Sunfish Class three summers ago after an eighteen-year hiatus from sailboat racing. Actually, I brought my then twelve-year-old to sail in a Junior Sunfish North Americans, met a lot of “old” sailing friends, felt the atmosphere and friendliness of the Sunfish class, and couldn’t for the life of me remember why I quit racing. Something about raising a family and work, I think.

As I started going to Sunfish regattas, I realized that this class has sailors, like me, from many other classes of sailboats. “Old Friends” or as we label them in the Sunfish Class, “Masters”, (those 40+) make up about 70% of the class. Maybe this is why although a very competitive class, it is very friendly and open to helping any new sailors.

When I became Masters Coordinator, I was given a thick pile of Masters history going back to the late 1980s. Almost all of this information relates to the annual US and International Masters Regattas. US Masters Regattas are rotated around the country from district to district and over the last fifteen years have had turnouts from the upper twenties to the low fifties. International Masters Regattas have mostly been sailed in Florida the weekend after or before the Midwinters. Turn out for the Internationals is usually 50 to 70 sailors.

The International Masters, as is in the case in 2005, is also held in other countries. The Netherlands will host the 2005 International Masters from June 27-July 3, 2005. This event is planned to be sailed concurrently with the European Sunfish Championships. Therefore, if someone in your family is not yet a master but wants to sail, they should be able to sail in the European Championship. The regatta’s excellent website is at http://www.sunfishklasse.nl/masters.htm#banner

US Masters Regattas are set up with trophies for overall finishers and also the top finishers in the 40-49, 50-59, 60-69 and 70+ age brackets. Handicapping (or weighted scoring) has been tried in the past, but the majority of participants in these regattas have preferred to have no scoring adjustments. The US membership division in age, as of March 2002, was: 40-49 = 22%, 50-59 = 25%, 60-69 = 16%, 70+ = 11% of the entire Sunfish fleet. US Masters Regattas usually seem to be divided approximately 40-49 = 35% to 40%, 50-59 = 35%, 60-69 = 25%.

The 2005 US Masters were held March 4-6 in Sarasota, FL. The results and photos are earlier in this issue of the Windward Leg.

As Masters Coordinator, I am available to help any club that wants to run a US Masters or International Masters regatta. The class handbook can be used to walk your club through all the steps needed to run a successful Masters regatta. I am also available and hoping, now that I’ve been able to go over the Masters’ history, to get feedback on how the class can continue to keep all us over 40 “Old Friends” happy racers. I believe we are a big reason for the friendly appeal of the Sunfish Class.

Please feel free to contact me at: offshorechicago@sbcglobal.net

In good sailing,
Fritz Hanselman
Quintero gana Festival Olímpico Ecuatoriano

Comenzando el sábado 19 de febrero el tercer Festival Olímpico y la vela inaugura sus competencias con la Clase Sunfish. 24 embarcaciones participaron en las tres regatas programadas, algunas con tripulaciones dobles. El día no fue como la mayoría hubiera esperado, con poco viento y sin sol. Sin embargo, más de un timonel liviano debe haber agradecido las condiciones favorables.

El primer puesto fue para Kiko Quintero, con 8 puntos, y los siguientes tres lugares quedaron empatados en 9 puntos. Finalmente el podio quedó como sigue Kiko Quintero (1), Gabriel Morán (2), y Alfredo Ochoa (3). En la categoría femenina los tres primeros puestos fueron los siguientes Camila Álvarez (1), Kiki Vela (2), y Cristina Monge (3).

-Xavier Roca

Comité Olímpico Ecuatoriano
III Festival Olímpico
Salinas YC, Ecuador
18-27 de febrero de 2005

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Time to Cast Your Ballot for the 2005 USSCA Elections

2005 USSCA Ballot

Thanks to Nominating Chair Tom Katterheinrich for his work gathering candidates for this year’s election.

You may vote at the United States Sunfish Class Association Meeting, to be held during the 2005 Sunfish North American Championships at Lewes, DE or vote by mail or email (ballots due to be postmarked or email-tagged by June 30, 2005) to:

Gail Turluck, USSCA Secretary
1245 W. Gull Lake Dr.
Richland, MI 49083
email: gail@collegesailing.org

You must indicate both your USSCA membership number from your Membership Card and your Region for your ballot to count.

All terms for elected officials will begin after the 2005 North American Championship.

Officer election:
Advisory Council Representatives - vote for two.
Paul-Jon Patin
Daniel Feldman
Tom Whitehurst
Write in Candidate
Write in Candidate

Secretary - vote for one.
Gail Turluck
Write in Candidate

Regional Representative - vote for one.
You must be from the Region to be eligible to vote in the Regional Representative election.

Gulf State - FL, Panhandle, LA, MS, AL, AK
Tom Whitehurst
Write in candidate

Southwest - CO, KS, OK, NM, TX
Pat Manning
Skeeter Chilton
Write in candidate

Western - CA, OR, WA, NV, NM, MT, NE
Write in candidate

Midwest - MI, OH, KY, IN, IL, WI, MN, MO
Tom Katterheinrich
Write in Candidate

Annual USSCA Meetings to be held during July NAs

Notice of 2005 USSCA Board Annual Meeting
The United States Sunfish Class Association Board of Directors will meet Wednesday July 13, 2005 at Lewes Yacht Club, Lewes, DE.

Notice of 2005 USSCA Annual Membership Meeting
The United States Sunfish Class Association Annual Membership Meeting will be on Thursday July 14, 2005 at Lewes Yacht Club, Lewes, DE.

Note: Times and locations may change. Please check the official regatta notice board.

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The two largest North American winter Sunfish regattas are now history as we move forward to even larger world events, and a plethora of smaller local and regional summer events.

The 2005 US Masters and Midwinter Championships were held on consecutive weekends in March, and respectively drew 82 and 89 competitors. Both events were ably hosted by the Sarasota Sailing Squadron and organized by Cindy Clifton, with many volunteer helpers. Of special note is Carol McDowell’s effort in raising nearly $1,500 for the benefit of the North Sails Sri Lanka Tsunami Fund. Besides great racing and the fun evening social events, Class Historians Donna and Rapid Buttner brought many photos of sailors at regattas, some from 30 years ago, which were enjoyed by all. Congratulations to Joe Blouin, US Masters champion and David Mendelblatt, Midwinters champion. See the full reports elsewhere in this Leg.

The 35th Sunfish Worlds scheduled for May in Martinique are being held earlier than usual in order to avoid the hurricane season. As far as the Worlds is concerned, the event is now taking on special interest, in that only 48 competitors will be accepted, thus allowing competitors to race the entire week in their own boats. This is a “first” for a Worlds venue outside the US.

The scheduling of the International Masters two months later in Holland appears to have impacted the participation at both events. Recognizing that the Sunfish Class is expanding, perhaps it is time to rethink the parameters of organizing these two major international events. Combining them at one location with separate scoring could be a way to share resources supplied by Vanguard Sailboats and the venue. Another thought would be to alternate the events every other year. Ideas will be discussed at the World Council meeting. In the meantime, those competing in these events can look forward to great sailing among good friends.

I am pleased to announce that the Sunfish has been selected as one of the classes for the 2007 Pan American Games in Brazil. It had been chosen for previous Games and received universal support to be included again. It is a compliment to be selected for this prestigious Western Hemisphere event which occurs every four years, showing the continued growth and acceptance of the class among many nations.

In the meantime, let’s do all we can as individuals to promote our boat as one that is fun to sail and is also ideal for racing in a very competitive mode by people of all ages, sexes, and weights.

Best wishes for smooth sailing the rest of the year!

- Dick Tillman

CLASS OFFICE SERVICES
For Class information or to receive a Class membership application form, please go to www.sunfishclass.org (under “Join the Class”) or contact the Class Office.

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.

Sailing videos are available for rental. Contact the office for titles.

Please send change of address notices to the Sunfish Class office before you move!

Call Peg Beadle at 248-673-2750 or email: sunfishoff@aol.com for information.

Sunfish Class Office - PO Box 300128 - Waterford, MI 48330-0128.
USSCA President's Corner

by Vic Manning

As this new sailing season begins for a lot of you, it’s time to get those boats out, clean and polish up the old gel coat and start planning the events you will attend this year.

Your area representatives have set up some outstanding events in your areas, as listed in the regatta schedule attached, or you can find them listed on www.sunfishclass.org. I hope you take the time to attend these events at your local clubs and venture out to try a regatta at other locations. I’ll bet you will find it fun to travel and compete at other clubs.

One great adventure you should attend is the North Americans in Delaware this year. To those of you in the North and East, it’s a close drive to Delaware. For those of you in the Midwest and Southwest, it’s only a short drive - for most, less than 20 hours drive time. Let’s all meet at Lewes, DE for this year’s Sunfish and Junior North Americans.

When school lets out this year, camps, clinics, and various youth activities will be starting. NOW is the time to get involved with your clubs’ training program or youth camps to help promote the Sunfish and get kids involved in this great sport. In my travels for the past few years, I found that kids who started sailing early in life have become very good sailors and in a lot of cases, excelled in school because of the concentration required to sail or compete.

Now that the High School Sailing Program has expanding around the country, I see lots of our Sunfish Juniors jumping into the year round program and doing extremely well in their H.S. programs. One of the advantages of getting students into a H.S. program is an opportunity to obtain a scholarship to various sailing colleges. Those same students will eventually come back to the Sunfish and be more difficult to beat, which means we have more champions in the making. If you are not familiar with the High School Sailing program or want more information on the program, go to www.ussaing.org for more information. This is a nice opportunity for our juniors to advance in the sport and get an education along the way.

Most of you have read in the previous Windward Leg regarding some of the things that happened at last year’s North Americans and at the Worlds. Since there have been a lot of comments by some of the members, I just wanted to point out a couple of items that you not be aware of and what is going on in the Class. At last years NAs, the majority voted to allow the use of any type boom block as a replacement for the currently manufactured ones. That announcement was sent to the World Advisory Council, and though not reviewed at last year's Worlds Advisory meeting, it will be considered at the 2005 Worlds in Martinique.

Also from last years Worlds, Vanguard commented that it was looking at various ways to reduce mast and spar bend, and this issue may again be discussed at the 2005 Worlds. Also at last years NAs, voters decided to allow testing and review of an old consideration for a new design of the rudder and to see what results could be achieved. Testing was to be done across the country and results are to be presented the 2005 NAs for consideration of accepting a new rudder for the Sunfish. Like the boom blocks, once voted on and approved by the U.S. Sunfish Class Members, it must be presented to the World Advisory Council for consideration and submission to the World Council for final approval. After World's approval, the decision for any change will be presented to the manufacturer for future production. This is not to say this is a done deal, so if you have comments or input, you will have an opportunity to voice those comments at the NAs. I will report the findings of the World Advisory Council results on the boom blocks and spars solution at the NAs since the 2005 Worlds is before the NAs.

I wish each of you a great sailing season and look forward to seeing you at various events in the near future.

- Vic Manning

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Rudder Prototype Testing is Going Great!

By Tom Whitehurst

Editor's Note: In the last issue of the Windward Leg, Tom presented an overview of the Class's efforts to improve the rudder design. He now updates us on the project's status, and further discusses the reasons for the proposed changes.

I won’t both everyone with technical and hydrodynamic terms, or detail the debates we haggle over for hours, days and years, but rather give you a more practical reason to why this change is being sought.

An improved rudder is not a new project for the Sunfish Class, but a revitalized one. This project started when the dagger board was created and approved some 13 years ago. After concerns that changing both blades at once would be too much, implementation of a new rudder design was dropped by Peter Johnstone of Sunfish Laser, Inc. (Vanguard's predecessor). After input from Vanguard over the last couple of years to make either a composite or fiberglass blade, I picked up this project to re-evaluate a new design.

Vanguard already has a mold to produce either a composite or fiberglass blade, and the latter will be used at the 2005 Worlds in Martinique. However, simply changing the material of the current design rudder blade will not help boat handling, make the boat easier to sail, or eliminate (fix) the inherent problems that cause failures.

Our aim is not one of boat speed, but rather a boat handling issue so that everyone can compete and enjoy the Sunfish in any conditions. I have seen so many sailors struggle with the boat in heavier air. The Sunfish is very hard to control in winds over 15 mph, and the current blade has to be over-steered in order to make it turn in those conditions. I believe this turning is also the main causes of rudder and housing failures.

I am trying to accomplish two goals: reduce the amount of weather helm and improve the boat handling, and also improve the design so that the rudder blade works better in the existing tiller/rudder assembly and will not require modifications to reinforce, reshape or repair to keep it in working condition. These enhancements will make the Sunfish more attractive to sail and less likely to have failures.

Project Scope:
My scope is one of design and not materials. Once we’ve completely evaluated and tested our design, we’ll present our findings and design to the Advisory Council for approval. Once that is done and if approved, it will be up to the World Advisory Council and the manufacturer (Vanguard) to determine if a better construction material should be used. I know that both the Class and Vanguard are very concerned in any changes or increased production cost.

It is our intent only to make a recommendation that the final blade be much like the composite dagger board that cannot be modified except to repair and or resurface.

Prototype I Rudder Blade

To date, we have evaluated several designs and are moving forward with Prototype I to be distributed to a test team of sailors for their input. These new blades should be available at most major events this year for everyone to see and try out.

How you can help with evaluation:
I have setup a yahoo group for the testing project for everyone to see the information, design(s), testing, comments and or concerns as we progress with this project. I would encourage anyone to send an email to this group with their questions. It is made up of some great sailors, including Larry Cochran and Paul Odegaard, who designed and tested the current dagger board and rudder prototype and are still onboard as consultants with this project.

Where to sign up for the email group:
Email: SunfishRudder@yahoogroups.com
Web Site: http://groups.yahoo.com/group/SunfishRudder/

What are the results so far?
Test results are very encouraging in all conditions and weight of sailors, especially from those that have sailed with the prototypes. I’ve been testing with prototype I for a year now and we usually let my daughter, Lauren, sail with it at most events. At approximately 120 lbs, it is very encouraging to see her sail with us in 15+ conditions and especially to hear her reaction on how easy the boat is to sail. She won’t let me take it away from her now!

Between the Masters and Midwinters, Todd Edwards and I got to sail in 20-25+ conditions. As the winds continued to increase (completely white water) we sailed back to the beach on a screaming reach with remarkable control. Talking on the beach, we both discussed how much fun sailing in those conditions was and how easy the boat was to handle and control in the most severe of conditions.

What’s left to do?
We are still making some minor adjustments and improvements on this design in addition to looking over some existing concerns.

1. Seaweed: With the decrease in angle and increased depth, it may tend to catch seaweed.
2. Shorter blade: From testing with a shorter prototype, there was little difference in helm plus when on a dolly that had a longer strap, Prototype I hit the ground in the sailing position. A shorter blade will also be better when sailing in

Continued on page 11
Rudder Testing, (continued from page 10)

shallow waters.

3. Taper the blade 6" below the water line upward. Theory tells us that there is more turbulent water at the waterline so a final performance tweak would be to make the cross section of the rudder thinner at the waterline - this yields another drag reduction. The trade off is one of mechanical strength, as this is a very high load area to begin with in any rudder design.

4. Changing existing blade: Vanguard has made some changes to the existing blade so that it is at the 105-degree angle and I should be getting this to compare with our prototypes. While Vanguard can retool to reshape the head and angle blades, I have looked into modifying the existing blade, but there is not enough material in the rudder head to do this without adding additional material. I am eager to test this rudder to see how it differs in helm. Theoretically, it should have more helm because of less lift with flat sides versus a symmetrically shaped blade.

![Photo 1: Fully retracted rudder doesn’t hit rudder housing, 1/8” tolerance](image1.jpg)

![Photo 2: 2-7/8” radius allows for a 1/8” tolerance between tiller/rudder](image2.jpg)

![Photo 3: Sailing position, 105 degrees on level plain (95 degrees from hull)](image3.jpg)

Comparisons chart:

<table>
<thead>
<tr>
<th></th>
<th>Standard Blade</th>
<th>Prototype I</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Waterline cord length (level)</td>
<td>11”</td>
<td>9”</td>
</tr>
<tr>
<td>2 Cord length</td>
<td>9-3/8”</td>
<td>8-3/4”</td>
</tr>
<tr>
<td>3 * Angle</td>
<td>120 degrees</td>
<td>95 degrees</td>
</tr>
<tr>
<td>4 Overall length</td>
<td>25-1/2”</td>
<td>25-1/2”</td>
</tr>
<tr>
<td>5 ** Vertical depth</td>
<td>14.5”</td>
<td>20.5”</td>
</tr>
<tr>
<td>6 *** Width (max camber)</td>
<td>13/16”</td>
<td>1”</td>
</tr>
</tbody>
</table>

Notes:

* Measured flush with hull. The hull has a 10 degree on angle. If you were to measure these on a level or horizontal plane, they would measure 130 & 105 degrees, hence, the difference or net gain is 25 degrees.

** Measured from the bottom of the rudder head vertically (straight down)

*** Proto I is symmetrical 1/4” @ 3/4”, 1” @ 3”, and 3/4” at 6” measured from the front to back.
Attention racers!

It can be difficult for event organizers to plan event attendance in advance and be sure to have enough lunches and t-shirts to go around. Use this form to pre-register for regattas whenever possible. Make a copy, fill it out, and mail to the event organizer with the appropriate fees. Thank you in advance for your help in making Sunfish regattas fun and successful!

---

STANDARD REGISTRATION FORM FOR SUNFISH REGATTAS

Regatta Name

Name

Address  City

State Zip Country Email

Day/Phone   Eve/Phone Birth Date Sex

USSCA#         Amount Enclosed $ 

Arrival Date   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: ___________________________
From the Class Measurer’s Desk
Pre-North Americans boat check!

By Todd Edwards

For those going to Lewes, DE for the North Americans, here are some tips from the Class Measurer to make check-in as easy as possible for both you and me:

- Rudders and dagger boards will be measured with jigs.
- You may use the stock wire traveler - old, new, or both. No rope travelers are allowed.
- Gasket material in centerboard trunk will be inspected.
- Only Sunfish-supplied blocks may be used on boom.
- Position and size of numbers on sail will be strictly enforced. Please see the following picture or check the class website for the correct position.

Some Sunfish Go To The Lake.
Others, To The Worlds.

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Windward Leg - Issue 1, 2005
2005 United States Sunfish Class
North American and Junior NA Championships
Lewes, DE - July 10-15, 2005
NOTICE OF RACE

Organizing Authority: Lewes Yacht Club
Date: Sunday, July 10, 2005 - Friday, July 15, 2005
Rules: The race will be governed by the rules as defined in the Racing Rules of Sailing.
Eligibility: Competitors must be members of USSCA or ISCA and may join at registration.

Schedule:

<table>
<thead>
<tr>
<th>Sun, 7/10</th>
<th>1000</th>
<th>Registration</th>
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<tbody>
<tr>
<td>1500</td>
<td>Practice Race</td>
<td></td>
</tr>
<tr>
<td>1800</td>
<td>Opening Ceremony</td>
<td></td>
</tr>
<tr>
<td>1830</td>
<td>Welcoming party, Cookout</td>
<td></td>
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<tr>
<td>Mon, 7/11</td>
<td>0700</td>
<td>Breakfast</td>
</tr>
<tr>
<td>1000</td>
<td>Jr. NAs Skippers Meeting</td>
<td></td>
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<tr>
<td>1100</td>
<td>Warning Signal for First Jr. Start</td>
<td></td>
</tr>
<tr>
<td>1200</td>
<td>Registration for Seniors</td>
<td></td>
</tr>
<tr>
<td>1830</td>
<td>Dinner, Pasta Buffet</td>
<td></td>
</tr>
<tr>
<td>Tues, 7/12</td>
<td>0700</td>
<td>Breakfast</td>
</tr>
<tr>
<td>1000</td>
<td>Warning Signal for First Jr. Start</td>
<td></td>
</tr>
<tr>
<td>1200</td>
<td>Registration</td>
<td></td>
</tr>
<tr>
<td>1830</td>
<td>Jr. Banquet</td>
<td></td>
</tr>
<tr>
<td>Wed, 7/13</td>
<td>0700</td>
<td>Breakfast</td>
</tr>
<tr>
<td>0800</td>
<td>Late Registration</td>
<td></td>
</tr>
<tr>
<td>0930</td>
<td>Skippers Meeting</td>
<td></td>
</tr>
<tr>
<td>1030</td>
<td>Warning Signal for First Start</td>
<td></td>
</tr>
<tr>
<td>1600</td>
<td>Keg Beer &amp; Soda</td>
<td></td>
</tr>
<tr>
<td>1830</td>
<td>Pig Roast</td>
<td></td>
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<tr>
<td>Thurs, 7/14</td>
<td>0700</td>
<td>Breakfast</td>
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<tr>
<td>1000</td>
<td>Warning Signal for First Start</td>
<td></td>
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<tr>
<td>1600</td>
<td>Keg Beer &amp; Soda</td>
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</tr>
<tr>
<td>1830</td>
<td>Land &amp; Sea Dinner/Pool Party to Follow</td>
<td></td>
</tr>
<tr>
<td>Fri, 7/15</td>
<td>0700</td>
<td>Breakfast</td>
</tr>
<tr>
<td>1000</td>
<td>Warning Signal for First Start</td>
<td></td>
</tr>
<tr>
<td>1600</td>
<td>Keg Beer &amp; Soda</td>
<td></td>
</tr>
<tr>
<td>1900</td>
<td>Banquet (Prime Rib and Lobster)</td>
<td></td>
</tr>
</tbody>
</table>

Registration: Competitors may register in advance by June 12, 2005 by mailing in the Registration Form and check to the Lewes Yacht Club, PO Box 2, Lewes, DE 19958. Competitors may register online by sending their registration and credit card (Visa, MC) information to sfna2005@lewesyc.com or fax to 302-645-0430.

Fees: Regatta fee for the NAs is $180 before 6/12/05 and $205 after that date. The regatta fee for the Jr. NAs is $100 before 6/12/05 and $125 after that date ($180/$205 for the entire week). Entry fee includes daily continental breakfast, dinner, after sailing beverages, and favors.

Liability: Competitors participate in the regatta entirely at their own risk (See Part 1-4 Decision to Race).

Measurement: The Chief Measurer and/or his representative will be on hand to measure boats.

Sailing Instructions: Sailing Instructions will be available at check-in.

Scoring: One race shall constitute a regatta. A competitor’s worst race will be discarded if seven or more races are sailed.

Trophies: Trophies will be awarded to the Top Ten, Top Midget and Top Opposite Gender of the Winner in the Junior North Americans. The Top Master, Top Junior and Top Opposite Gender of the Winner in the North Americans will be awarded. The Top Ten in the Alcort Fleet will be awarded. Additional prizes may be awarded at the discretion of the organizing authority.

Charters: Boats will be available for charter from the Lewes Yacht Club for a fee of $300 for the week.

Camping: Camping is available at Cape Henlopen State Park. Call 877-987-2757 for reservations.

 Lodging: The following motels are in Lewes and close to LYC:

- Beacon Motel 514 Savannah Rd. 302-645-4888
- Vesuvio Motel Savannah Rd. & Canal 302-645-2222 Weekday $85, Weekend $110
- Inn at Canal Square 122 Market St. 302-644-3377 Weekday $205-240, Weekend $225-270
- Cape Henlopen Hotel Savannah and Anglers Rds. 302-645-2828
- Blue Water House B & B 407 E. Market St. 302-645-7832 Weekday $160, Weekend $180
- Greystone B & B 303 Market St. 302-645-0699 3 rooms available @ 20% discount for regatta

For further motel information, please contact Lewes Chamber of Commerce @ 302-645-8073 or constmill@comcast.net.

World Champion Eduardo Cordero will give a sailing clinic on Saturday, 7/9/05 and Sunday, 7/10/05 for a fee of $200 per clinic. This clinic will have a limited membership and will be filled on a first-come, first-served basis.
Please contact Connie Miller at 302-645-8239 or at constmill@comcast.net.
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<table>
<thead>
<tr>
<th>Sails for Sunfish</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sail - Sunrise- Blue, Red, Orange, Yellow</td>
<td>$268.83</td>
</tr>
<tr>
<td>Sail - Bora Bora- Blue, Green, Yellow, Blue</td>
<td>$268.83</td>
</tr>
<tr>
<td>Sail - Go Navy- Navy, White, Gold, White, Navy</td>
<td>$268.83</td>
</tr>
<tr>
<td>Sail - Racing-White w/ window, white luff</td>
<td>$386.97</td>
</tr>
</tbody>
</table>

Dinghy Shop Padded Hiking Strap
- red or blue $40.00

Sunfish Gooseneck Adjuster
- salt water friendly, cam action $19.95

Sunfish Deck Cleat Kit $24.95
- includes Cleats, tapered pads, fasteners

Sunfish Model Kit - Scale 1:12
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Sunfish Spar Bag $59
Sunfish Top Cover $220
Sunfish Bottom Cover $220
Sunfish Outhaul Kit $24.95
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Get Ready to Visit Lewes, DE at this year’s NAs!

By Connie Miller

Lewes, DE is a small seaside town founded in 1631 as a Dutch colony. Lewes is situated where the Delaware Bay and the Atlantic Ocean meet (Cape Henlopen). This location provides both bay and ocean beaches for swimming as well as all types of sport fishing and pleasure boating opportunities. Beautiful beaches, miles of nature trails, an education center, and even a bird sanctuary are contained in the over 4,013 acres of preserved lands in Cape Henlopen State Park.

Because Lewes is located at the mouth of the Delaware River, it serves as the entrance to a major port on the East Coast. We have always had a relationship to the sea with whaling, ship building, and a fishing industry. Ships from all over the world travel up and down the river and are piloted by members of the Pilots Association of the Bay and River Delaware. Like many other little towns, Lewes has become a tourist spot. We have a busy schedule from April until February with historical tours, craft fairs, antique shows, Coast Day, etc.

As you may or may not know the Lewes Yacht Club will welcome you to a brand new two story building when you come to the NAs this year. We leveled our 1930s building in 2003, the day after Labor Day. A very dedicated building committee worked long and hard, and I think that you will be impressed by what we have accomplished. We still have a pool and water aerobics every morning, as well as a fully staffed restaurant upstairs with a snack bar downstairs. Everyone at the LYC looks forward to your visit in July. If there is anything we can do for you just ask, see you soon.

These are some good websites to start your planning your family’s visit to the Lewes and the Sunfish North American Championship!

www.lewes.com
historiclewes.org
www.beach-net.com/TownsLewes.html
www.leweschamber.com

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JULY 10-15, 2005
LEWES YACHT CLUB, P.O. BOX 2, LEWES DE 19958
Questions, inquiries and credit card payments email: sfna2005@lewesyc.com

REGISTRATION FORM
We invite you to visit: www.lewesyc.com
Note: Please fill out separate registration forms for each sailor in your party.

<table>
<thead>
<tr>
<th>Skipper _______________________</th>
<th>Hull # ______________________</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address _______________________</td>
<td>Sail # _______________________</td>
</tr>
<tr>
<td>Day PH: ___________________ Eve PH: ___________________ FAX: ___________________</td>
<td></td>
</tr>
<tr>
<td>Email ___________________ Fleet #: ___________________ Club Affiliation ___________________</td>
<td></td>
</tr>
<tr>
<td>Birth Date _________________ T-shirt size (circle) S M L XL XXL</td>
<td></td>
</tr>
<tr>
<td>Check all that apply: ______ Male ______ Female ______ Junior ______ Midget ______ Master (40+)</td>
<td></td>
</tr>
<tr>
<td>______ World Champion: Year ______ ; ______ NA Champion: Year ______</td>
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</tr>
</tbody>
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REGISTRATION FEES:
Advance registration: postmarked on or before June 12, 2005

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<tbody>
<tr>
<td></td>
<td>Dinner: Wed., Thurs., Fri.</td>
<td></td>
<td>Beverages during &amp; after race; Favors</td>
</tr>
<tr>
<td>Juniors:</td>
<td>Includes Breakfast: Mon., and Tues.</td>
<td>$100.00</td>
<td>Lunch: Mon., and Tues.</td>
</tr>
<tr>
<td></td>
<td>($180.00 for week) Dinner: Sun., Mon., Tues.</td>
<td></td>
<td>Beverages during &amp; after race; Favors</td>
</tr>
</tbody>
</table>

Late registration fee: postmarked after June 12, 2005: Add $25.00 

US Sailing Discount: Membership# ___________ exp _______ deduct $5.00 

GUEST/ADDITIONAL MEALS at LYC: either not included in registration fee
or desired for family or guests during your stay. Please indicate #'s daily

Breakfasts @ $2.50 each
Mon# _____; Tues# _____; Wed # _____; Thurs # _____; Fri # _____
Total additional breakfasts # _____ x $2.50 = 

Dinners @ $20.00 each
Sun# ____; Mon# ____; Tues# ____; Wed# ____; Thurs# ____; Fri# ____
Total additional dinners # _____ x $20.00 = 

Lunches may be purchased each day in clubhouse

TOTAL PAYMENT payable to Lewes Yacht Club.$___________

Mail: Lewes Yacht Club, P.O. Box 2, Lewes DE 19958 or
Credit Card: Print Name on card______________________________
Card #_____________________________ exp _______
Signature______________________________

Mail, FAX (302) 645-0430 or email: sfna2005@lewesyc.com
Advisory Council Update: How ISCA Rules can Change

By Paul-Jon Patin
Advisory Council Rep

The purpose of this article is to clarify the process by which rules are changed in the International Sunfish Class Association (ISCA). I hope it is found to be helpful and informative.

Rule Changes:

The last ISCA rules publication went into effect March 2004, corresponding to the International Sailing Federation (ISAF) rule approval process that began November 2003 and completed February 2004.

No motions have been made to change class rules since that change in 2004.

Rules Change Process:

The following describes the Rule Change Process necessary to change an ISCA rule as stated in Bylaw 1 of the Class rules.

- A proposed rule change must be put on the Advisory Council (AC) agenda.
- The AC and World Council (WC) agendas have to be distributed to the members of each council 30 days in advance of the meeting at the Worlds.
- The Secretary is required to have the items 5 days in advance of the publication of the AC agenda or 35 days before the meeting.
- No less than 14 days before the meeting, an email must be sent to each member of the council for circulation with the TITLE: "Official Business - Advisory Council".
- The item is discussed and if a motion is made and passes it is sent to the WC for debate and a vote.
- A rule passed by the WC becomes effective only when ISAF has been properly informed and has adequate time to add it to the ISAF meeting agenda for Class rule change review.
- Our rules state that we can only change a rule two years from the effective date, which ISAF keeps on record when they approve our changes.
- The next rules change can only occur after March 2006, which in turn can only make the November 2006 ISAF meeting for potential approval February 2007.

Next Advisory Council Meeting:

I have added the following to the Advisory Council agenda at the May 2005 Worlds in Martinique:

1. Boom Blocks - request of USSCA to allow the use of any type block (see Vic Manning’s article in this Leg)
2. A discussion of when and how a rule is made officially effective.
**Starting - 101: Preparing to Get a Good Start**

By Paul Odegaard  
Edited by Will White, author of the Sunfish Bible

In this second article in the “Starting-101” series we will look at the many advance preparations required to achieve a good start as defined in the last issue of the “Windward Leg”.

Preparing before the start - on shore  
A good start doesn’t always just happen. For many top competitors it is the result of advanced preparation and homework, completed long before launching your Sunfish.

First, to be confident and aggressive on the starting line, you must be familiar with The Racing Rules of Sailing. With a solid understanding of your rights and limitations during starting, you will not be intimidated by verbally aggressive skippers.

Next, to plan your start, you will need an understanding of the basics of wind and weather as it pertains to sailing. At minimum you should understand wind shift management, characteristics of fronts and sea breezes, cloud effects, etc. Excellent sources for this understanding are Wind Strategy by David Houghton, Fernhurst Books (1984) and Weather for Sailors by Bill Biewenga -North U Seminars.

Armed with this knowledge, you will be able to interpret weather forecasts. Then later, on the water, you can develop a working plan to accomplish your goal of getting a good start.

Gathering weather forecasts the morning of race day is preparation #1 in “Starting-101”. Seek several sources, such as: local news on TV (The Weather Channel) and radio, local newspapers, VHF Marine radioNOAA Radio Shack has inexpensive receivers), local airports (you may need a pilot’s call numbers), the Internet, local knowledge at the club, and observations at the regatta site.

If you will be sailing in the ocean, seek out the local tide schedule and figure out which way the water will be going during the regatta. For events where current is a significant factor, the prudent Boy Scout would consult tidal current charts (example-figure 1). These charts are published by NOAA and are available at better marine stores/chandlers. Arming yourself with this pre-knowledge not only helps you develop your starting plan, but it can also pump up your psyche (you know a tiny bit more than the other guys who chose to party rather than do their homework).

Other, more basic on-shore preparations are to read and understand the Sailing Instructions (SIs) especially the starting sequence, flags, etc. On-the-boat equipment preparations include having a minimum of two timing devices; one preferably with huge digits (Ronstan “Clear Start”, etc.) for easy viewing. Remember Brother Murphy reminds us that “If anything can go wrong (a stopped timer), it will and at the worst time (“one minute to go”). Bottom line: “Be prepared.”

Preparations before the start - on the water  
On-the-water preparations take time, so get rolling and launch early enough to reach the starting area at least 15 minutes before the first gun. If it’s a new venue for you, or you’re not sure about the winds, make it even earlier. Your on-the-water time prior to the start should be directed towards: 1) gathering data, 2) developing your starting plan, and 3) making last minute preparations.

A. Data gathering  
Data to be gathered on the way out to the starting line and while pre-sailing both sides of the course should include:

- Determine the wind characteristics:
  - steady/variable+ shifts/persistent shift, etc. Check your masthead fly (you should have one). Round-up into the wind to record compass (also, a must-have) bearings and/or sightings on land. Note: wind characteristics and shift management are beyond the scope of this article. To study-up on these subjects, consult the wind/weather books noted earlier or any of Dr. Steward H. Walker’s fine books.

1. Determine the other factors that will dictate which way to go after the gun: current, sea conditions, interferences, etc.

2. Observe any anchor rode hazards (excess length/potential snags) at both ends of the line (committee boat and the pin buoy).

3. Determine the favored end of the line. Probably the easiest method is to go head to wind in the middle of the line sighting left and right to see which end is furthest upwind. Another popular method requires the help of a buddy with similar boat.

Continued on page 23

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Figure 1: Typical NOAA Tidal Current Chart - Charleston Harbor, SC
Relaxation is key to maintaining mental focus and keeping your “FIRE”

By Bruce Gillies and Mark Van Stolk

Welcome to the third installment of the mental preparation series for sailing, Relaxation.

Our previous two articles provided an overview of two of the four critical aspects of mental proficiency. We reviewed the ability to focus and the skill of controlling the level of intensity. These are the first half of the overall “FIRE” model, which includes the elements of Focus, Intensity, Relaxation, and Execution - skills you should be working on as you practice and compete in regattas and races.

When we think of the heat of competition, the thrill of crossing the starting line as the gun goes off, and the high intensity levels associated with racing, we don’t often think of relaxing. But let’s consider what happens if we don’t relax both mentally and physically. Muscles can only remain tensed for a limited period of time. Your mind can maintain focus for longer. However, staying focused on one specific element of your race will cause you to miss some of the cues that can help you. This is called “Hyper Attention” and is a destructive trait. After remaining hyperattentive for a period of time, it takes a lot longer to regain your mental edge and ability to focus.

One tool that elite athletes use is the ability to visualize the various components and aspects of the sport. We know through research that visualization is a very realistic and useful skill. You can use visualization anywhere. It gives you the opportunity to practice many of your moves even without feeling your muscles moving. We know that even though we cannot feel our muscles moving, they are receiving the signals that they would had we actually done the physical movement. This can be readily noted as we read a book, or this article. Even though we can’t feel our lips moving as we read, the signals are being sent to read aloud. The same is true when we visualize a start and begin heaving on the main and jib sheets. Our muscles are actually practicing the same movements at a much smaller level. Visualization is a VERY strong tool that you should practice using.

You can use two different perspectives while visualizing. One is internal, seeing the moves you will make just as if you were doing them. The other is from an external perspective, seeing yourself as though you were in a movie. Both are valuable and both should be practiced. You can replay the moves time and again. This is particularly useful if you are trying to recover from making a mistake, such as in a jibe or rounding a mark. As you visualize the mistake, try making an adjustment to avoid the mistake in your visualization. This will help your muscles practice the right way and not continue to remember the fact that they did it the wrong way during the event.

Your mental practice routine should be just as important to preparation as the physical practice routine. Use visualization prior to practices and immediately prior to events. You can change the weather, the competition, and even your own boat during visualization. The key to using visualization is to be able to concentrate and focus for a specific time on the various components. The way to do this is to learn relaxation techniques. Being able to relax while you are using your mental practice allows you to reduce distractions and bring your mental practice into sharper focus. The more vivid the mental practice, the more effective it is.

To practice relaxing is to understand that your body and mind both need to slow down and rest. One relaxation method is called progressive relaxation in which you tense and relax one set of muscles at a time. You can and should use muscle relaxing techniques before, during, and after an event. During an event, you can practice relaxing the muscles you will be using on the next tack. This prepares your muscles for the exertion required to execute the maneuver.

Breathing control is another technique. Taking controlled and well paced breaths will help you control your intensity level. Over arousal can keep you from performing your best.

As we discussed in the previous article, when you are at the appropriate level of intensity, you feel “In the Zone.” Things seem to click and your body knows what to do. Controlled relaxation techniques will help your body get that feeling of being “in the zone” time and again. Being “in the zone” doesn’t have to be an accident; you can get your body in the zone when you need to. The key to using relaxation to improve your performance is to know that if you cannot get to that special physical place where you relax the best, you can learn skills to help you relax wherever you are. Relaxed muscles are muscles prepared, over-tensed muscles are wasting energy and wear out much more quickly. Use relaxation techniques to get “In the Zone.”

In the next issue of the Windward Leg, we’ll be discussing the fourth and final step to gaining the mental edge, Execution. Don’t miss this final element in the “FIRE” model of mental preparation.

Dr. Bruce Gillies is an avid Sunfish sailor with a passion for sports psychology. He has conducted research on both team and individual sports and has been published in sports and industry journals.

Mark Van Stolk has more than 40 years of sailing experience and has coached sailing teams at MIT, Annapolis, and Georgetown University. He currently campaigns on a JY15 in Memphis, TN.
Starting - 101 (continued from page 21)

speed:

- Start at the same time on opposite tacks from the two extreme ends of the line.
- Sail off to the left and right, and tack at a preset agreed-upon time.
- When the boats meet near the leeward line, the boat ahead indicates which end of the line is favored and which side of the course is advantaged.

7. Locate the starting line flag on the committee boat.

8. Note the course designation posted on the committee boat. Remember to write the course on your deck!?

The starting plan
Now the tough part - to sort out all this data in your head and come up with your "Plan A" for a good start. I personally find this task extremely challenging and stimulating, and it's one of the factors of our sport that has kept me coming back for over forty years.

The following starting scenario is offered as a typical example:

Observations
Regatta venue: off Barrington Beach, R.I.
- Morning winds; light & variable but conditions are favorable (sun/cold water) for development of a typical sea breeze. This is confirmed by NOAA weather radio.
- Via homework and historical observations you know that the wind will veer (clockwise shift) as the sea breeze velocity builds.
- Standing in your cockpit, you see darker water far to windward and boats are starting to move on the horizon, i.e., "here she comes".
- The Providence Journal told you to expect max (max current = ½ way between high and low tide) outgoing current flow about this time of day. Also, you have read that current is stronger in deep water off shore vs. near-beach.
- Over coffee you picked the brain of a local Laser sailor and learned that there is a recirculation eddy around the beach cove when the tide is going out, which will result in a head-on adverse current going left and a favorable current going right. This current reversal trend is confirmed by looking at the water flow eddies downstream of the committee boat anchor rode.
- You have determined that the pin end is only slightly favored yet many of the hot shots have headed down the line. You're thinking that it may be prudent to stay separated from the crowd and keep your air clean.

Your Plan "A"
You determined from your pre-race data

Continued on page 28
First Annual Midwest Series Attracts more than 125 Sailors

This past sailing season we initiated the first sailing of the Midwest Regatta Series. One hundred sixty-one entries spread over eight different yacht club regattas from early June to late October created great competition and many new and renewed friendships. This all happened at yacht clubs from northern Michigan to southern Ohio and from western Pennsylvania to Illinois. Each of the eight yacht clubs ran well-planned and well-executed races, and their after-race parties and food were worth the drive alone.

The top six sailors raced four or more regattas and represented four different yacht clubs. Twenty-four sailors sailed in two or more of the regattas.

Such a successful first year of participation in this series is a testament to the yacht clubs and participants that were involved.

Regatta locations and dates:

- June 12-13: Hueston Woods, OH (Districts)
- June 19: Lansing Sailing Club, Lansing MI
- July 10-11: Sam Meyers Regatta, Pymatuning, OH
- July 24: Douglas Lake Regatta, MI
- August 7-8: Lake Bluff Invitational, IL (Districts)
- August 14-15: Mayor's Cup, Highland Park, IL
- August 21-22: Wawasee Yacht Club, IN (Districts)
- October 23: Great Pumpkin Regatta, Johnson Slough, IL

For information on being involved in 2005's Midwest Regatta Series either as a participant or host yacht club, contact Fritz Hanselman (offshorechicago@sbcglobal.net).

- Fritz Hanselman

Carlos Abisambra of Columbia wins first annual Highland Park Mayor's Cup

Highland Park Mayor's Cup
North Shore YC - Highland Park, IL
August 14-15, 2004

1 Carlos Abisambra (2)-1-2-1-1-1-2 8
2 Richard Chapman 1-2-1-2-(3)-2-3 11
3 Fritz Hanselman 3-3-3-3-2-(4)-4 18
4 Shapoor Guzder 5-5-4-4-(7)-3-1 22
5 Leland Brode 4-4-5-5-4-(6)-5 27
6 Catherine Kerr (10)-10-7-7-5-7-6 42
7 Holly Hanselman 8-7-9-6-(11)-5-8 43
8 Charlie Rush 6-6-6-8-(11)-14 45
9 Charlie Rush Jr (DQ)-8-10-9-6-8-9 50
10 Larry Hammond 7-11-8-10-12-(14)-11 59
11 Jim Pugh 9-9-11-11-10-(15)-12 62
12 William Plovamic (DQ)-13-13-12-16-18-16 88
13 Ben Jassin (DS)-DS-12-13-14-9-18 89
14 Mark Grundland 12-12-15-16-(18)-17-17 89
15 Jakob Schneider (DF)-14-14-15-15-16-19 93
16 Geary Gaspod (DQ)-DS-DS-DS-9-10-10 98
17 Anna Murray DF-(DS)-DS-DS-17-13-7 106

2005 Midwest Regatta Series
Midwest Region

A participant's best four regattas are counted.

1 Rich Chapman LBYC 1-1-1-2-1 4
2 Dan Norton DLVC 2-2-1-1 6
3 Fritz Hanselman LBYC 3-2-6-3-7-3 11
4 Shapoor Guzder LBYC 6-6-7-4-4 20
5 Tom Katterheinrich SMBC 6-4-8-11-9 27
6 Neil Harrell HAS 9-4-7-8 28
7 Leland Brode LBYC 3-5-8-DS 41
8 Eric Herndon NSYC 5-2-DS-DS 56
9 Linda Norton DLVC 7-2-DS-DS 59
10 Jerry Callahan HAS 4-10-DS-DS 64
11 Dave Michaels LBYC 10-6-DS-DS 66
12 Catherine Kerr LBYC 13-6-DS-DS 69
13 Charlie Rush LBYC 8-12-DS-DS 70
14 Holly Hanselman LBYC 14-7-DS-DS 72
15 Charlie Rush Jr LBYC 17-9-DS-DS 76
16 Jim Pugh NSYC 18-11-DS-DS 79
17 Doug Warren LBYC 16-14-DS-DS 80
18 Larry Hammond LBYC 20-10-DS-DS 80
19 Linda Leader WYC 18-13-DS-DS 81
20 Bill Plovamic NSYC 23-12-DS-DS 83
21 Phil Nieman NSYC 21-18-DS-DS 89
22 Jacob Schneider NSYC 25-15-DS-DS 90
23 Seth Horowitz LBYC 24-19-DS-DS 93
24 Elizabeth Plovamic NSYC 27-21-DS-DS 98

Complete regatta results can be found at www.lakebluffyachtclub.org under Midwest Series info on the left side of the page.

Fritz Hanselman, Leland Brode, and Rich Chapman head down the course.

18 Philip Nieman (DS)-DS-DS-DS-DS-13-12-13 107
19 Seth Horowitz (DS)-DS-DS-DS-DS-DS 126
20 Gina Morris (DF)-DS-DS-DS-DS-DS-19-15 126
21 Elizabeth Plovamic (DF)-DS-DS-14-DS-DS-DS 129
22 Ellie Sylvan (DS)-DS-DS-DS-20-20 132
Fries Does a Triple-take to win at Wolf Lake

The 2004 Double the Fun Regatta included two classes of boats, with 14 Sunfish and 12 Snipe competing. Races were separated by staggered starts, Snipe first, then Sunfish. Both days of the regatta were sunny, with the wind on Saturday from the West across the length of the lake resulting in long windward legs.

Saturday's races had winds from 15-20 mph for each of the three- leg courses. Leading all three races was Derrick Fries (Clarkston, MI). While the wind on Saturday was excellent, this year was remarkably eventful. (Last year Derrick actually broke his mast off just above the hull in heavy gusTs.) Dan Norton (Manitou Beach, MI) consistently came in second behind Derrick. By the end of the day Saturday, the wind remained strong, but it was time to end the day's sailing challenges for the traditional steak roast dinner. The evening included entertainment again this year by the "Boiler Room Band", the local Jackson group featuring Wolf Lake YC sailor Jim Towler (Jackson, MI) as drummer. Several of the more competitive sailors also got in some additional racing at the local go-cart track.

Sunday's wind was another story. Early morning fog and the absence of any real wind resulted in canceling the day's races. Saturday's three races were enough to post scores and the final regatta positions.

Norton wins at Clark Lake Fall Regatta

The Clark Lake YC's annual Fall Regatta attracted 37 sailors to Clark Lake, located just southwest of Jackson, MI. With temperatures at about 70 degrees F and benign winds mostly at 5 to 10 knots, the sailing was ideal for beginners and experts alike.

Tim Dowling and his Race Committee ran the five-race series smoothly, getting us back in plenty of time for the excellent meals supplied by Cheryl Hockenberry and her team of hard-working helpers. And of course, there was the free draft beer from Friday through Sunday afternoon. The competition was good and the people were friendly.

A very competitive Sunfish fleet of nine boats saw three boats still with a realistic hope of winning the series going into the final race where Dan Norton removed all doubt with a first-place finish. His closest rival, Ray Steely, could do no better than fifth in that race. In the same race, Dan's wife, Linda, moved into a tie for series second with a 3rd in the finale. She lost the tie-breaker to Ray, who had scored two firsts.

- Andy Zeigler

Wolf Lake Double the Fun/Wide Open Regatta Award Winners
(L-R): Taylor Stanford, 1st Junior; Ray Steely, 5th; Rex Rogers, 4th; Nathan Zeigler, 3rd; Dan Norton, 2nd; Derrick Fries, 1st; and Derrick's son.

Regional News

61st “This One’s For Fun” Regatta
Devil's Lake YC - Clark Lake, MI
Sept 17-18, 2004

1 Dan Norton 3-2-1-2-3 12
2 Linda Norton 1-3-13-2-1-2 22
3 Ron McHenry 4-6-2-3-3-5 23
4 Bill Molleran 6-5-4-9-4-1 29
5 Neil Harrell 5-10-3-4-6-7 35
6 Tom Katterheinrich 10-1-8-8-8-4 39
7 Michael Stratton 2-9-10-5-5-10 41
8 Leland Brode 7-8-5-7-11-8 46
9 Peter Buckley 9-13-11-6-7-6 52
10 Anne Weber 8-11-6-10-10-10 54
11 Steve Kraft 13-12-6-11-9-11 62
12 Matt Heywood 11-4-9-14-14-14 66
13 Glenn Gorman 12-14-14-14-14-14-14 75

Jr champ
Ryan Mabie 1-1-1-1-1 6

Double the Fun Regatta
Wolf Lake YC - Grass Lake, MI
July 31-August 1, 2004

1 Derrick Fries 1-1-1 3
2 Dan Norton 2-2-2 6
3 Nathan Zeigler 6-3-3 12
4 Rex Rogers 4-4-6 14
5 Ray Steely 3-7-5 15
6 Kyle Lyke 8-6-4 18
7 Andy Zeigler 5-8-7 20
8 Don Jones 9-5-8 22
9 Brennan Stanford 7-10-11 28
10 Bruce Lowstuter 10-11-9 30
11 Chuck Butchart 12-9-10 31
12 Michael Kelley 11-12-12 35
13 Taylor Stanford 13-13 39
14 Chester Javis 14-14-14 42
Regional News

Chapman Victorious at Annual Great Pumpkin Regatta

The Johnson Slough YC’s annual Great Pumpkin Regatta proved to be as challenging as ever with fluky winds and unpredictable shifts. The highlight of the day was the seven Junior sailors from the North Shore YC who sailed the event.

Whenever Cricket Herndon, Rich Chapman, and Bill Nelson get together in these wild conditions, anything can happen, and it did. The wind was so fluky that almost everyone was becalmed, deviated, or flattened at least once. Several people were also “sloughed” – that peculiar form of boat decoration that happens when you capsize into the murky shallow mud of the Johnson Slough.

The effort to build youth sailing in the area was rewarded by a fantastic day. With the help of parents, several kids participated in their first regatta. Fifteen-year-old Pierce McCall (Highland Park, IL) was the top junior. Thanks to the Johnson Slough YC for a classic event.

- Jim Irwin

Rich Chapman and Jim Irwin model the latest in Midwestern October regatta fashion.

No Sweat for Fries in Pinckney

The 2004 No Sweat Regatta was held two weeks earlier than normal to take advantage of other clubs not holding regattas on this weekend. Unlike 2003, where the winds were howling and the temp was in the 40s, this year’s participants in the central Michigan regatta were greeted by 70-degree sun tanning weather.

The wind was another story. As Derrick Fries quipped afterward, “in all the lakes I have sailed, none has wind shifts like Portage.” This set the stage for a very challenging weekend, allowing those who could get fortunate enough to get their head out of the boat and choose the right shift at the right time to succeed.

Funny how Derrick Fries managed to defy the handicap all the others seemed to face (we all want what they had for breakfast next year).

- Michael Ehnis

Great Pumpkin Regatta

Johnson Slough YC - Hinsdale, IL
October 23, 2004

1 Rich Chapman 2-1-(5)-1-2-1 7
2 Cricket Herndon 1-(8)-3-2-1-2 9
3 Fritz Hanselman (6)-2-1-3-3-5 14
4 Bill Nelson 3-4-6-5-(9)-8 26
5 Dennis Parsons (12)-3-4-4-6-10 27
6 David Michaels 9-9-2-6-(12)-3 29
7 Jim Irwin 4-7-(10)-7-5-7 30
8 Leland Brode 5-5-(9)-9-7-6 32
9 Tom Katterheinrich 11-(12)-7-8-4-9 39
10 Dave Anderson 7-6-12-12-(13)-4 41
11 Rich Chapman 10-10-8-10-8-(13) 46
12 Cricket Herndon 14-11-11-14-11-11 57
13 Bob Buddig (19)-15-14-11-10-14 65
14 Doug Warren 13-13-13-(15)-14-12 65
15 Alan Brener 15-14-16-(21)-17-15 77
16 Sam Sogin 16-16-15-17-20-(DF) 84
17 Mark Grundland (20)-19-17-16-15-18 85
18 Joey Brown 17-(DF)-19-18-16-99 89
20 Doug Spitzer 22-18-18-(DF)-DF 102
21 Ben Buddig 21-17-24-(DF)-DF-DF 107

No Sweat Regatta

Pinckney, MI
Sept. 11-12, 2004

1 Derrick Fries 1-1-3-1-1 8
2 Dan Norton 2-4-5-2-3-2 18
3 Linda Norton 5-2-3-1-2-6 19
4 Ron McHenry 3-3-2-4-4-3 19
5 Stuart Pettitt 4-5-4-5-7-4 29
6 Tom Katterheinrich 9-6-7-6-5-8 41
7 Steve Kraft 6-6-10-9-7 46
8 Bob Reed 12-7-8-6-11 52
9 Carole Moody 10-10-11-9-10-5 55
10 Glenn Gorman 7-9-12-7-8-12 56
11 Corey Petro 8-11-10-12-13-9 63
12 Jill Rogowski 11-13-9-11-11-10 65
13 Drew Fries 14-14-DF-DF-12-DF 82
14 Michael Ehnis 13-12-12-DC-DC-DC 85

Lake Lansing Regatta

Lake Lansing SC - Lansing, MI
June 19, 2004

1 Derrick Fries (9)-1-1-1-1 5
2 Dan Norton 1-(4)-2-2-2-2 9
3 Mike Moody 3-3-3-3-3-5 15
4 Tom Katterheinrich 2-2-4-(5)-4-4 16
5 Steve Kraft 4-(7)-5-4-3-5 21
6 John Fishbeck 6-5-(7)-6-6-6 29
7 Alanna Harvey (9)-8-9-8-7 39
8 Jim Fletcher 5-6-6-(13)-13-13 43
9 Neil Harrison 8-9-8-7-(13)-13 45
10 Susanna Tellkob 9-(11)-11-9-8-8 45

Lake Lansing Regatta

Lake Lansing SC - Lansing, MI
June 19, 2004

1 Derrick Fries (9)-1-1-1-1 5
2 Dan Norton 1-(4)-2-2-2-2 9
3 Mike Moody 3-3-3-3-3-5 15
4 Tom Katterheinrich 2-2-4-(5)-4-4 16
5 Steve Kraft 4-(7)-5-4-3-5 21
6 John Fishbeck 6-5-(7)-6-6-6 29
7 Alanna Harvey (9)-8-9-8-7 39
8 Jim Fletcher 5-6-6-(13)-13-13 43
9 Neil Harrison 8-9-8-7-(13)-13 45
10 Susanna Tellkob 9-(11)-11-9-8-8 45

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### Cordero is Unstoppable at the 2004 NY Downstate Championship

**Downstate NY Championship**
**Wet Pants SA - Sayville, NY**
**August 7-8, 2004**

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<td>John Condon</td>
<td>(34-9-22)</td>
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<td>Adam Fiedman</td>
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<td>Trisha Kutkiewicz</td>
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<td>27-15-14</td>
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<td>(16-18)</td>
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<td>Katherine Koehler</td>
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<td>George Jackson</td>
<td>(29-17)</td>
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<td>(31)</td>
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<td>Hugh Montgomery</td>
<td>(37)</td>
<td>37-36-19</td>
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<td>(5-9)</td>
<td>9-7-DC-DC</td>
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<td>Karla Schnase</td>
<td>(40-19)</td>
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<td>Tracy Hagstedt</td>
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<td>Kelly Mockridge</td>
<td>(43-32)</td>
<td>16-11-14-2-2DC</td>
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<td>Ian Davison</td>
<td>(15-35)</td>
<td>33-28-35-33</td>
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<td>34</td>
<td>Meghan Taylor</td>
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<td>17-35-31-DC</td>
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<td>Stephen Smeuders</td>
<td>(10-21)</td>
<td>2-12-16-12-12-12</td>
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<td>36</td>
<td>Non-USSCA member</td>
<td>(36-50)</td>
<td>39-37-38-38-29</td>
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The New York state Downstate Regional was hosted by the Wet Pants Sailing Association in Sayville, NY on August 7-8, 2004.

The opening day of the regatta was unusually light-winded, and only three races were run. Wind whispers came from all directions, and even the local sailors had a hard time contending with numerous wind shifts and elusive zephyrs.

On Sunday, the day started slowly with more light wind. By the second race, the normal thermal winds began to howl. Those local sailors accustomed to heavy winds and short, abusing chop began to feel at home again. By the last race of the day, many sailors retired because of the challenging conditions. The race committee had to deal with numerous capsizes and breakdowns, both before and during the final race.

Wet Pants SA enjoyed hosting such a well-attended event. Many of the top sailors from the Northeast, as well as World Champ Eduardo Cordero provided great competition.

---

**Photo:**
2004 Downstate NY Championship Award Winners (L-R):
Top Row: Jim Ryan (WPSA Race Committee Chairperson); Kenny Mockridge, 2nd; Dan Hesse, 3rd and top junior; Lee Montes, 4th; Erich Hesse, 5th.
Middle Row: Eduardo Cordero, 1st; Dave Johnson, Jr and Chris “Sea Dog” Johnson, top double-handers.
Bottom Row: Megan Keating, 8th and top woman; Brian Weeks, 9th; proud dad Lou Johnson.
(Photographer: Gerry Hesse)

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Starting -101 (continued from page 23)

gathering that a persistent shift to the right can be expected, so you decide to gamble on a barging start (coming in on a reach at the committee boat end).

If you make it by the committee boat without a right-of-way leeward boat “shutting the door”, you will be first to tack over to get the benefit of the shift.

Execution of Plan “A”
You position yourself high and to the right of the committee boat at about one minute to go; foot off at 10 seconds, with the committee boat area cleared out thanks to early starters, you head up at the gun; hang a right and chug off in clean air as most of the fleet heads left into the adverse current and the unwanted lift.

Later, as the first header arrives, you hang in there staying near the beach to avoid the strong setting current offshore. Finally, you tack to starboard on the next big “rightie” and get lifted all the way to the windward mark. Positive result: an “HJ” (horizon job) thanks to your plan “A” being dead on.

Last minute preparations
In the last few minutes before the prep signal it is time to either chill-out or psyche yourself up, depending on your personality.

Get into a “zone” (tune out distractions), practice your planned start, get wet, and snack/hydrate. Many skippers are aided by mentally envisioning the successful execution of their planned start (see the “Relaxation” article in this Leg to read more about visualization). Whatever works for you—go for it, just remember to pre-condition your brain as well as your bod.

When time gets short, it’s a good idea to cozy up to the committee boat so that you can listen, from leeward, as the race committee calls out the seconds.

Once into the starting sequence it is important to remain flexible, always willing to adopt a “Plan B” depending on how your line approach develops and conditions change. I find it very beneficial during the last few minutes, to engage in self-talk regarding competitor maneuvers around me, to anticipate any squeeze plays or new opportunities.

Later, as the first header arrives, you hang in there staying near the beach to avoid the strong setting current offshore. Finally, you tack to starboard on the next big “rightie” and get lifted all the way to the windward mark. Positive result: an “HJ” (horizon job) thanks to your plan “A” being dead on.

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In the next issue, we will outline some exciting starts to add to your bag of tricks. In the mean time: think preparation.

-Capt’n Odie

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Sausage Wins Wurst Race in Texas

The Wurst Fest Regatta is the last stop of the Texas Sunfish Championship Series, which was won by Ash Beatty. Hank Sausage won the Wurst Fest.

We had perfect weather for the two-day regatta. Winds Saturday were 10-18 out of the southeast, followed by 12-20 out of the southeast on Sunday. The temperature was 70’s to low 80’s both days. There were 46 Sunfish racing, which was an all time high for Lake Canyon. Five races were run on Saturday, followed by three races on Sunday, which allowed one throw-out.

- Bubba Horner

Wurst Fest Regatta
Lake Canyon YC - Lake Canyon, TX
October 31-November 1, 2004

1 Hank Sausage 1-9-2-3-2-1-3-1 13
2 Greg Gust 3-1-3-1-4-4-2-2 13
3 Ash Beatty (5-3)-1-2-3-2-1-5 17
4 David Hove 2-14-9-15-5-3-6-3 42
5 Robert Cummings 6-10-10-4-(OC)-7-4-15 56
6 Cherokee Delahite (24)-2-15-5-7-8-7-13 57
7 Brownie Horner (20)-11-6-13-8-6-10-7 61
8 Casey Krause 13-12-5-17-4-9-(19)-6 66
9 Steve Senneff 9-8-(13)-10-10-9-10 66
10 Fred Lindsey 11-16-14-7-(OC)-5-11-12 76
11 Ian Billings 7-18-12-6-(OC)-15-17-4 79
12 Malcolm E. Jones 14-(17)-7-8-16-12-14-8 79
14 John Tomko (21)-6-8-12-18-11-12-20 87
15 Victor Manning 16-13-11-11-6-21-(20)-16 93
16 Keith Zars 18-19-4-16-(DS)-19-5-17 98
17 Allen Borden 22-5-23-(DS)-9-18-15-11 103
18 Matt Barrett 10-29-16-18-14-16-(OC) 111
19 Bill Gerloff 4-(31)-17-20-17-22-18-18 116
20 Matthew Huebner 19-15-(24)-14-11-22-19 121
21 Larry Hill 15-(25)-22-23-12-17-20-21 130
22 Tom Boren 32-23-18-24-13-(35)-25-22 157
23 Michael Lindsay (29)-22-29-22-26-23-24-26 172
24 Frank Holley (31)-24-27-28-23-24-23-28 177
25 Dave Sanford 26-26-(30)-27-22-26-26-25 178
26 Patricia Manning 27-30-(32)-25-19-28-29-27 185
27 Jim Uroda 33-20-21-19-21-25-(DS)-DS 186
28 Gary Zars 28-37-(DF)-DS-DS-14-13-14-14 200
29 Wayne Peacock 36-(42)-31-30-25-30-27-24 203
30 Rebecca Holley (38)-36-36-33-28-27-30-30 220
31 Mark Ralph 39-35-34-21-24-31-(DF)-DS 231
33 David Barrett 34-27-26-26-(DS)-29-DS-DS 236
34 Rick Swazy 17-7-25-(DS)-DS-DS-DS 237
35 Adrian MacGeraghty 30-34-(DS)-DS-DS-33-28-23 242
36 Vickie Stones 37-33-35-29-20-(DF)-DS-DS 248
37 Karen Palmer 35-38-38-31-(OC)-32-31-DF 252
38 Kevin Gunn 8-(DS)-20-DS-DS-DS-DS 263
39 Chris Buchanan 12-21-(DF)-DS-DS-DS-DS 268
40 Wesley Peacock 43-40-39-34-29-36-(DF)-OC 268
41 Sheila Holmes 23-32-33-(DF)-DS-DS-DS-DS 276
42 no name 42-39-28-(DS)-DS-DS-DS 297
43 Jack W. Aldis 40-28-(DF)-DS-DS-DS-DS 303
44 Santo Baimont (DS)-DS-DS-DS-DS-DS-DS-DS 313
45 Charlie Dwyer (DS)-DS-DS-DS-DS-DS-DS-DS 329T
45 Tal Brunson (DS)-DS-DS-DS-DS-DS-DS-DS 329T

And It’s Lindsey on Labor Day

A total of 18 Sunfish sailors raced eight races on Canyon Lake, TX over Labor Day weekend. Ten of the sailors were from out of town. My, how they love the LCYC!

Winds were light to moderate out of the SSE on Saturday for the first four races. A mild cold front came through that night, changing winds to moderate from the NW-N-NE for Sunday's races.

Very close racing was evident throughout the regatta. Two first places by Fred Lindsey pushed him past Buchanan to end in first place overall position. Five different sailors held the top spot as the races progressed. In the end, the difference between third and seventh places was only five points - that's one design racing at its best!

I asked Chris Buchanan about his red, white, and blue sail, and he told me that he bought it at a church bazaar for only $5 (he had to pay $25 to have a window added). We'd better hope Chris never buys a new racing sail.

The gals in the kitchen really outdid themselves - they served two breakfasts, a great Saturday dinner, and had snacks waiting on the dock.

- Bubba Horner

Labor Day Weekend Regatta
Lake Canyon YC - Lake Canyon, TX
September 4-5, 2004

1 Fred Lindsey 1-1-(9)-7-1-3-9-1 23
2 Chris Buchanan 3-2-6-5-6-(13)-2-3 27
3 Bubba Horner 12-10-4-4-(15)-2-1-5 38
4 Vic Manning 2-6-3-11-(13)-8-6-2 38
5 Jim Uroda 5-5-(12)-1-5-12-3-9 40
6 Patricia Manning 10-(14)-13-3-2-5-4-4 41
7 Keith Zars 8-9-11-2-7-1-5-(DC) 43
8 Michael Lindsey 13-11-10-(15)-4-4-8-6 56
9 Bill Gerloff 6-4-1-(17)-10-7-16 61
10 Diane Zbasnick 7-(15)-7-8-14-7-10-10 63
11 Rose Coleman 15-(17)-2-10-3-11-17-12 70
12 Dave Sanford (16)-3-15-3-9-6-12-13 71
13 Vickie Stones 14-8-8-(16)-10-9-14-8 71
14 Matthew Huebner 9-13-(17)-9-8-15-13-7 74
15 Steve Senneff 4-12-5-6-(DC)-DC-DC-DC 84
16 Wes Peacock 17-7-(18)-12-16-11-11 86
17 Wayne Peacock 11-16-(16)-14-11-14-15-15 96
18 Ben Youngblood (18)-18-14-18-16-17-16-14 113

Labor Day Monday Races

1 Browne Horner 1
2 Vic Manning 2
3 Chris Buchanan 3
4 Patricia Manning 4
5 Jim Uroda 5
6 Bubba Horner DF
7 Blake Weissling DF
8 Bill Gerloff DF
9 Lee Woodbury DF

Winner of the Real McCoy Trophy was Browne Horner

Regional News
What a Way to Psyche Yourself Out!

After three hurricanes criss-crossing the state, many of us were aching to get out from behind wooded windows and enjoy weekend warmth, sunshine, and no rain. Melbourne Yacht Club (MYC) Fall Regatta provided this opportunity. Sixteen sailors eagerly escaped from clean-up chores to embark on some fun.

Many of us had not been in a boat since May. There were several grunts of “how do I do this,” “where does this go,” and “which foot first?” But once the bewilderment wore off, we were ready to go, klutzy or not.

Light to moderate (5-9mph) winds prevailed throughout the weekend. We sailed four races on Saturday. Danny Escobar, just returning from his stint at the World’s, emerged with astounding sailing ability, triumphing on Saturday with no worse than a 2” place in any race. Paul Strauley, hurt by a 7” in race 2 (ouch), trailed Danny by four points.

Day 2 arrived, and what a way to psyche yourself out—there is Danny, with all eyes to see, cleaning his boat bottom and applying some sort of go-fast (the bottle was not labeled). For a while, we all watched day one’s champion show us how champions become champions. Perhaps he learned something sailing with all those World Class sailors the previous month. We all looked on, a little bit baffled—should we follow his lead or should we play him?

Sunday’s first race went to Chris Lowrie, sailing his hurricane-survived Sunfish (he left it chained to a fence on a beach during hurricane Jeanne, go figure), followed by Paul in second and John Meyer (traveling all the way from Virginia for this Southern excitement) in third. Race 2 elicited a new set of top three finishers; Mindy Strauley, John Fletcher, and Chris Gates. One more race would give us a dropout.

The race for first overall was tight going into the last race, Paul leading with 17 points and Danny with 18, third place, at a distance, was Mindy with 24 points.

Off we were, last race of the day. I think the top three finishers must have really had to go to the bathroom or had an urgent date with a bar stool. I could hardly see them,

maybe the sun was in my eyes, but way out in front was Chris Gates in the lead, followed by Paul, and then Jim Edwards. WOW, what a distance they had.

Staying ahead of Danny for the last race gave Paul the regatta win. At the end of the day, after we were all packed up and ready to leave, I asked Danny for some final thoughts on the advantages of cleaning your boat bottom at the start of a race day. He grunted something but I couldn’t quite understand what it was.

-Mindy Strauley

Bragg Wins at Ft. Myers Challenge

Some of the best racing of the year happened in early December at the Challenge Cup Regatta. Twelve Sunfishers came out to enjoy a gorgeous weekend of racing, camaraderie, and good food.

Saturday had light air and a wicked outgoing tide against the wind, challenging everyone, while on Sunday the wind picked up to a comfortable sailing breeze and the tide lightened.

Very close racing, with one race the third, fourth and fifth place boats were literally within inches of each other at the finish, and another in which the lead switched no less than five times! A total of eight races were sailed, with no throw-outs (and no general recalls).

Congratulations to first place finisher Jack Scragg, second place Mike Alexander, and third place Danny Escobar.

Thanks go to Ross Webb and his gang of master barbecuers for the great steak, chicken and chowder dinner on Saturday night, and to the kids from the Edison Sailing Center who manned the Race Committee Boat and the chase boat. These young people did a great job setting square courses, starting the races (and calling the "over-earlies") and scoring the results. They reset the marks quickly and accurately between nearly every race to keep the fleet happy.

-John Kremski
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Windward Leg - Issue 1, 2005
Derrick Fries was recently nominated for the Sailing World International Hall of Fame by two sailing colleagues (one who happens to be his brother!): Tom LaBelle and Mark Fries. It will not be known until later this year if Derrick is selected, but just being nominated is a tremendous honor and recognition of his contributions to the sport.

To put this in perspective and give you an idea of how impressive this nomination is, here is some information on the Hall of Fame I pulled from Sailing World’s website.

"Since 1982, Sailing World magazine has honored 46 champion sailors, designers, and innovators by inducting them into its Hall of Fame." The selection criteria is as follows: "Over the course of their careers in the sailboat racing arena, members shall have made an outstanding impact on the sport of sailboat racing by virtue of the excellence of their achievements as performance sailors and/or contributions to competitive sailing through technical expertise, yacht design, writing, or vision."

You may recognize a few names of past inducted Hall of Fame members: Dennis Conner, Gary Jobson, George O’Day, Herreshoffs, Hobie Alter, John Bertrand, Lowell North, Olaf Harken, Ted Hood, Ted Turner, Paul Elvström ...

Derrick’s contributions to the sailing world are numerous and truly significant. He was nominated for his remarkable racing accomplishments and for his ongoing "contributions to the education of sailors". Through his long term commitment to education, thousands of people have been introduced to the sport of sailing and racing through his writings, books, seminars, clinics, and the US Sailing training program.

Derrick is an educator by profession and earned his PhD in Educational Administration from the University of Michigan. He is currently the Deputy Superintendent of Avondale Schools, a district of about 4,000 students. Derrick is as successful in his professional career as he is in the sailing world. During his earlier tenure as Principal for Avondale Middle School, the school became a National Exemplary Blue Ribbon School in 2001-2002. Derrick was also named Michigan Principal of the Year the same year.

Derrick has effectively used his professional education and leadership skills in the sailing arena and in his training role with US Sailing.

Here are just some of his sailing accomplishments and contributions taken from an extensive list:

1. Two-time Collegiate All-American from Michigan State University; 1974 and 1975
2. Six world championships and fifteen National/North American championships in four different boat classes, spanning four decades.
3. Over 40 periodical publications
4. Numerous sailing and racing seminars and clinics; on and off the water.
5. Three books; Successful Sunfish Sailing, Single Handed Racing and Start Sailing Right. Derrick’s third book has sold over 650,000 copies and is used by US Sailing as the basis for their teaching and certification classes.
6. US Sailing’s sole Master Instructor Trainer and head clinic director. Derrick has trained/certified over 175 US Sailing’s Instructor Trainers including all the US Sailing’s master instructor trainers for Keelboat, Wind Surfing, dinghy sailing and racing.

Congratulations to Derrick - a most deserving candidate!