David Mendelblatt Takes His Third Midwinters Win!

By Chris Williams

David Mendelblatt (St. Petersburg, FL) won his third consecutive Sunfish Midwinters. Melbourne Yacht Club hosted the nine race championship March 17-19, 2006 on the Indian River, a virtually current-free body of water. Almost every race was marked by large, persistent shifts, meaning having the right overall strategy was critical.

Race one, won by Nancy Heffernan (previously known as Nancy Haberland, of Satellite Beach, FL), was sailed in a westerly that featured a fairly large shift to the right partway up the first leg. Nancy rounded the first mark in second, took the lead downwind, and never looked back.

Race two was progressing normally until the second run of the five-leg windward-leeward course. The breeze had been a moderate, sit-on-the-deck westerly, but as the leaders approached the middle of the run, the sea breeze came in, causing the wind to do a quick 180, and the run became a beat. It was a very fast transition, resulting in minimal changes in the results. Several sailors made some spectacular moves, including Charlie Rahn (Plantation, FL), who rode a personal puff to help him finish 9th, his best race of the weekend. Ron McHenry (Cortland, OH) played the reversal just right, and emerged victorious. The race committee had quite a challenge as the fleet finished going dead downwind, making sail numbers very difficult to read.

The third and final race of day one was relatively uneventful, and Mendelblatt won his first race of the regatta, ending the day with a

Continued on page 4

Regattas for 2006-07

North American Championship
Junior North American Championship
Rush Creek Yacht Club, Heath, TX
June 19-24, 2006

US Sunfish Masters Championship
Lake Bluff Yacht Club, Lake Bluff, IL
August 25-27, 2006

USSCA Women's North American Championship
Sarasota Sailing Squadron, Sarasota, FL
September 15-17, 2006

36th ISCA World Championship
Charleston Harbor, Charleston, SC
October 1-7, 2006

Central & South American Championship
Curacao, Netherlands Antilles
January 22-28, 2007

My First Masters

By Anne Edwards, a.k.a. "The Baby"

As I arrived at Davis Island's recently renovated yacht club, I was greeted by many of my friends and asked, "Are you old enough to sail in the Masters?" I now knew I was the baby.

We set up camp on the lawn in Tent City with a beautiful fresh breeze, sunny skies and the expectation of a great weekend. Todd was out practicing within an hour.

We woke the next morning to a flag-snapping breeze which would hold until mid afternoon and then die out. This prompted the race committee to have early morning starts. I was quite pleased that I hung on in the breeze during the first race to finish seventh. Todd took the first gun in white caps and big chop. Ron McHenry, Dave Hartman, Tony Elliott, Dick Tillman, Paul Strauley, and Fred Hutchinson were extremely fast when it was blowing 15 plus. They all still have the right stuff.

Continued on page 14
Letters to the Editor

This past Sunday, four of our Highland Park High School sailors braved 25-knot gusts and started their season. These are the club leaders, the kids who have been frostbiting in El Toros all winter at the WaukeganYC and just couldn’t wait to get back into a real boat – their Sunfish!

Their enthusiasm carried over to last evening, when they proudly campaigned for their club at the high school’s annual 8th Grader Activity Night. Clad in wetsuits and PFDs, they grabbed the attention of many a soon-to-be-freshman! These kids love sailing, and their attitudes are catching!

Here in Highland Park, we’ve reached out to the high school and the community to grow the sailing program into an opportunity for kids of all backgrounds. By incorporating a non-profit organization and getting the high school’s support, we are growing the fleet of new sailors. And, we still have a long way to go to strengthen the program.

Have you done something similar? What has worked for you? How do you mentor junior sailors on Sunfish? How do you retain interest? Please send me your Junior sailing program ideas, successes, and plans for a future Leg article. I’d love to hear what’s worked in your community!

– Peggy Malecki Irwin, Editor

Remembering Morris Yacht & Beach Club

A four-alarm fire started at approximately 1:30 a.m. (March 10, 2006) at our home port, Morris Yacht & Beach Club, on City Island. The huge former mansion, built circa 1896, was totally destroyed. Reportedly, fire officials have indicated that the cause of the fire is under investigation. Fortunately, no one was injured.

To see what the clubhouse looked like before the fire, go to www.fordham.edu/athletics/sailing and click on Home Port. I’ve been advised by a club officer that our boats were not damaged.

– Joe Sullivan, Coach Fordham University Sailing Team

Sunfish Preferable to a “Big Boat”

Dear Sunfish Sailors:

Each spring I assist a couple of friends with big boats - a 44-foot Cheo Lee with a lot more teak than a Sunfish, a Pearson 39 which does the Mackinac race a lot quicker than a Sunfish, and a 33-foot Tartan 10 which is a bit more like a Sunfish since it has a tiller. The owners think my Sunfish is a toy.

Each of these boats requires a lot of work: take off the cover, clean and polish the hull, flush antifreeze out of the plumbing, fix the engine, fix electronics, re-rig the sails, make sure there are no holes in the spinnaker, arrange a specific time and day to put it in the water, to mention only a few of the items.

Once in the water the boat may see one or two starts per week, and a different mix of crew for each race. It’s also hard to sail at far away regattas, although I know someone who trailers his Tartan 10 to Florida each year as if it were a giant Sunfish. So when you are finally on the race course you are merely a single cog in the crew machinery of making the boat go fast, specializing in sail trim, or steering, or tactics. And of course, your performance depends on how everyone operates as a team.

I love team sports, but on my Sunfish I get to do everything - helmsman, sail trimmer, tactician, and rail meat (hiking). It’s a much more complete experience, and with more starts (often 4 to 10 per week), a better learning experience. So, after spending a day working on a large boat in April, with cold winds blowing off Lake Michigan, I rush home to my Sunfish, safely and conveniently stored in my garage, and I hug it.

I may ask my friend to help me prepare for the new season by taking five minutes to brush the dust off the hull before I put it in the water.

– Leland Brode Winthrop Harbor, IL

Sunfishers do well in Lightning Circuit

For use in the Windward Leg!

– Susan Mallows

From Scuttlebutt (March 21, 2006):

The Lightning class completed their Southern Circuit last weekend, which began the week before in Savannah, GA, then continued on to Miami, FL and finally to St. Petersburg, FL. Overall winners were Jeff Linton, Amy Linton, and Mark Taylor, who also won the second event, the Miami Lightning Midwinter Championships. David Starck and his team of Jared Drake and Ian Jones won the first event, the Deep South Regatta, while Jay Lutz, Taylor Lutz, and Jody Lutz won the finale, the Winter Championships.

Editor’s Note: Scuttlebutt is an online digest of yacht racing news, opinions, commentary, features and dock talk. Read more at Http://www.sailingscuttlebutt.com
Get Ready for the 2006 Sunfish North Americans and Junior North Americans

By Susan Mallows
Regatta Chairperson

The Sunfish North American and Junior North American championships (NAs) will be held this year at Rush Creek Yacht Club (RCYC) in Heath, TX from June 19-23. The club is very excited about hosting the NAs and a lot of activity and effort have gone into making this a very memorable event.

Rush Creek Yacht Club is located about thirty minutes due east of downtown Dallas on the eastern shore of Lake Ray Hubbard. The typical sailing area is at the southern end of the lake, which is approximately two miles wide. The sailing area is accessed within minutes of leaving the harbor and is current-free.

In mid June in North Texas, the wind can vary from light wind to fairly breezy. June often brings more breezy conditions than in July or August. As RCYC is located on an inland lake the conditions are often shifty and challenging and the wind is greatly affected by the passage of frontal systems. Strong southwest winds and warm temperatures are to be expected. Although waves can build up if there are high winds, high winds from the South do give waves much distance to build and the lake is not an especially choppy sailing venue.

June is one of the nicest months in North Texas. The daily air temperature averages 80 to 90 degrees F and the water should be warm. Humidity is around 50 percent. Various weather forecasts for the Dallas area may be found at the Rush Creek Yacht Club weather link page. For sailing gear we should be sailing in shorts and a long sleeve shirt for sun protection. Bring foul weather gear in case the weather is more extreme. Be sure to bring sunscreen!

Area attractions include Six Flags over Texas, with a unique orientation to Lone Star thrills. Another Lone Start attraction with exciting pro-cowboy competition, live Texas music, and Sonny Bryan's famous chuck wagon BBQ, is the Mesquite Championship Rodeo - the perfect place to go for authentic Texas fun! The rodeo is open every Friday and Saturday night, April 4, 2006 through October 4, 2006.

The West End Marketplace, Dallas' true historical district, sets the stage for the story of Dallas when it was first settled in the mid-1800s. Since then, chapters continue to unfold daily along its picturesque streets and buildings. Deep Ellum is the renovated warehouse district located just three blocks east of downtown Dallas. These 170 acres is known as the alternative from the "norm." It is the home of fashion-forward, trend-setting style and the birthplace for many new bands.

The RCYC Sunfish fleet has arranged for housing at the homes of several club members on an as-needed basis for registered skippers. Space may be limited so please contact the Housing Coordinator Robin Johnston at robin@robindjohnston.com or 972-771-7891 as soon as you register if you are interested in housing.

Motels available in the region are listed on the club website, which can be accessed from the Sunfish Class home page or directly at www.rcyc.org/sunfish/2006NA.

As is always the case at the Sunfish NAs a general membership meeting will be held with some board positions voted (including USSCA President). This edition of the Windward Leg contains the ballot for the open positions, as well as articles by the two candidates running for USSCA President. If you cannot attend the NAs in person, please be sure to mail in your ballots so that your voice is heard.

This issue of the Windward Leg contains the Notice of Race and Registration information. Be sure to register soon so our regatta hosts know how many people to expect!

See you on the water!
Mendelblatt Takes Midwinters (continued from page 1)

lead he would not relinquish.

Day two started with a light northerly. The wind had been hinting it might go right, and it did shortly after the start. Mendelblatt worked his way right and won again. Those who went left on the first leg had to make a tough comeback in frustrating 3-5 knot conditions.

The light air didn't last long, as the sea breeze filled in, bringing a 15 knot easterly, peaking with gusts up to eighteen for the last three races of the day. Prior to the start of race 5, the course looked square, but shortly after the start the wind moved left, meaning that sailors only had to sail for a few minutes on starboard before being able to fetch the mark. Derek Jackson (New York, NY) liked the conditions, fought his way to the front, and won race 5. Race 6 was very similar, and Jackson again pulled off the victory, despite having started toward the committee boat and having to overcome the wind making another move to the left.

By race 7, the gusts were more frequent, and the fleet had to work hard to keep their boats flat. The pin was the place to be at the start, and the leaders all emerged from the left. Tom Whitehurst (Pensacola, FL) won a hard-fought race over two heavier skippers: Jeff Olson (Sarasota, FL) and Todd Edwards (Baton Rouge, LA).

That night the sailors gathered for dinner at MYC, featuring great steaks, chicken, free beer and free wine! As is an MYC tradition, there were lots of door prizes, including a new plastic rudder blade and a hull cover.

Only two races were held the final day of racing, both in an easterly featuring large, seemingly unpredictable oscillation. After the racing, when Dick Tillman (Merritt Island, FL) was asked what the wind was doing, he said it was obvious, "if you went left, the wind was on the right, and if you were on the right, the wind was on the left." Connor Blouin (Tampa, FL) was able to figure things out and take the 8th race of the event, and Olson the final race. The last race may have been the trickiest of the regatta, with four of the top 10 taking that race as their throwout.

In the end, Mendelblatt prevailed over Jackson by a whopping 30 points. David felt that at 145 lbs., he is just the right size to do well in the lighter conditions, and being in good physical shape he can handle the stronger breezes well too, as the results show. Adriana Garcia (Bogota, Colombia) was the top junior, finishing 13th overall. She had great speed, sailing with a Jens rig in every race regardless of the wind velocity. MYC handed out unique trophies, which were miniature rudder blades and tillers. The rudder cheeks on the trophies appeared to be the more durable aluminum, but it is hard to tell. After some more free beer and hot dogs, the fleet packed up and headed for home.

Photos copyright Sherry Beckett.
Additional photos are at http://www.sail-race.com/photos/
2006 USSCA Midwinters Results
2006 Sunfish Midwinter National Championships
March 16-19, 2006
Melbourne Yacht Club - Melbourne, Florida

2 Derek Jackson-NY (26)-5-17-3-1-4-4-14 49 39 Paul Lindenberg-FL 35-25-(75)-29-50-44-36-22-33 274
3 Donald Martinbrough-BAH7-3-10-6-4-3-8-13-(20) 54 40 Arabelle Denvir-VA 30-34-47-39-34-40-(54)-46-19 280
4 Chip Clifton-FL (19)-2-5-4-3-9-10-14-11 58 41 John Meyer-VA (70)-65-19-60-25-14-18-54-46 301
5 Jeff Olson-FL 11-11-17-5-2-3-5-2-6-1 61 42 George Jackson-NJ 32-38-(58)-51-35-49-20-35-44 304
6 Todd Edwards-LA 4-6-20-13-10-(29)-3-11-6 73 43 Don Esch-NJ 67-47-34-57-(75)-39-23-7 309
7 Nancy Heffernan-MAO 1-5-2-9-16-24-(29)-5-3 75 44 Bill Haberland-FL 42-56-32-15-62-56-(75)-40-9 312
8 Chris Williams-PA 6-16-15-11-5-4-9-17-(22) 83 45 Gil Greenwood-OK (47)-57-36-50-30-32-30-40 312
9 Tom Whitehurst-FL 3-29-3-16-12-18-1-3-(75) 85 46 David Silverman-FL 48-26-36-40-48-47-34-49-47 326
11 Connor Blouin-FL 20-4-24-17-7-16-(27)-1-15 104 48 Tom Katterheinrich-OK 45-30-(60)-49-52-39-28-45-50 338
12 Ron McHenry-OH 21-11-12-(44)-19-20-7-30-17 127 49 John Fox-FL 43-42-41-52-47-43-33-44-54 345
14 Charlie Clifton-FL 18-37-13-22-6-6-13-(51)-28 143 51 Lauren Whitehurst-FL 8-(75)-46-36-54-68-75-27-37 351
15 Brian McGinnis-MA 28-8-21-24-17-(34)-22-21-16 157 52 Erick Erickson-FL 41-44-53-54-61-63-(75)-39-8 353
16 Joe Blouin-FL 9-32-6-5-11-19-6-7-5 163 53 Bud Narveson-NE 55-50-(66)-20-38-54-50-36-35 355
31 Kevin Gunn-TX 36-24-23-(41)-26-33-40-10-36 228 68 Bill Baken-FL 63-53-70-47-61-(75)-75-59-69 493
32 John Fletcher-FL 54-(66)-40-12-32-25-23-31-30 247 69 Peter Nash-BC (75)-71-68-71-64-52-69-60-53 508
34 Linda Tillman-FL 12-33-33-24-91-(75)-36-23 260 71 Matthew Heywood-MA 69-49-(75)-58-66-75-75-75 542
35 Rick Whitehurst-SC 24-46-57-(59)-13-7-12-50-52 261 72 Rose Rowland-SC 57-59-69-69-65-(75)-75-75 544
36 Bill Molleran-OH 46-28-48-10-55-(58)-43-8-27 265 73 Andy Schoettle- 52-68-59-(75)-75-75-75-75 554
37 Rob Eberle-NC 27-21-44-48-28-23-21-58-(66) 270 74 Steve Mehl-NJ (75)-75-75-75-75-75-75 600

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Schenectady, NY
Meet the USSCA Presidential Candidates

Editor's Note: Two candidates are running for the office of USSCA President. We've asked Clinton Edwards and Derek Jackson to introduce themselves and talk about why they would like to lead the Sunfish Class.

Clinton Edwards
A little history ... I live in Bay St. Louis, MS and am a member of Bay-Waveland Yacht Club. I have been sailing sunfish since I was a kid. After being a junior member in the early eighties, I rejoined the class in 1994. My father actually helped introduce the Sunfish on the MS Gulf Coast by being the third person to purchase a Sunfish. Keeping it in the family, if you were wondering, yes - Todd is related to me by our parents!

Since 1997 I have been an officer of USSCA as a Regional Representative and currently as the National Junior Representative. I have been involved in sailing administration at the local, regional, and national level. At BWYC I have served on the Board, served as Regatta Chairman for five years, and currently as Race Committee for the last two years. Regionally, I'm currently serving my third year as the One-Design Council Chairman for the Gulf Yachting Association. At the national level, outside of USSCA, I've represented the Sunfish Class at the US SAILING One-Design Council for the past two years. At this year's meeting in March, I took an interim position as Chairman of the Youth Committee.

My goals:
1. US SAILING Single-hand Championship: I have successfully campaigned to have Sunfish included in the rotation as the host boat. 2008 will be the first year for this accomplishment.
2. A hundred boat fleet at every Sunfish Worlds.
3. A Sunfish Junior World Championship.
4. Update/consolidation of the By-Laws and Rules for publication.
5. Improve communication by using the Board Chat Room and having a Spring Meeting.

Sincerely,
Clinton Edwards
clintonedwards@bellsouth.net

Derek Jackson
Sunfish sailing has always been a family event. For me it started in the mid eighties when my father and I joined fleet 17 in Mountain Lakes, NJ. Like many newcomers, I initially questioned whether sailing was for me. However, with encouragement and support from many of the local Sunfish racers, I stuck with it.

When I look back on my experiences in the Sunfish Class, there is no doubt that it would not have been the same in any other boat. Sunfish sailors are a special breed. You will not find a more friendly and helpful group in the country. Some of the most influential people in my life have come from our "family".

When I graduated from college in 1997, I recognized that it was my turn to give back. I became active in the Sailing Association of North Jersey Lakes (SANJL) and began organizing and running events for adults and children. My most fun and rewarding experiences in our sport came from those times.

Today my involvement with sailing continues to be my passion. More so than the actual act of being on the water, it is about the people and promoting the sport. I am asking for support from the members of the US Sunfish Class to elect me class president. Together we can grow the class, create a more active regatta schedule and share the great experiences we have on and off the water.

Sincerely,
Derek Jackson
derekc.jackson@yahoo.com

Notice of 2006 USSCA Annual Membership Meeting
The United States Sunfish Class Association Annual Membership Meeting will be at Rush Creek Yacht Club, Heath, Texas, meeting date to be announced, during the week of June 19-23, 2006.

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

Notice of 2006 USSCA Board Annual Meeting
The United States Sunfish Class Association Board of Directors will meet at Rush Creek Yacht Club, Heath, Texas, meeting date to be announced, during the week of June 19-23, 2006.

Join the Sunfish Class today!
Membership forms are available at www.sunfishclass.org
Or contact the Class Office at (248) 673-2750

- Gail Turluck
USSCA Secretary
2006 USSCA Ballot

MAKE YOUR MEMBERSHIP COUNT—VOTE TODAY!

By Tom Katterheinrich, Nominations Chair

Mailed or emailed ballots must be received by the USSCA Secretary no later than Monday, June 12, 2006 (if mailed, postmarked no later than Saturday, June 10, 2006, if emailed must be email tagged no later than Saturday, June 10, 2006), or be submitted by the declared poll closing at the USSCA Annual Meeting at Rush Creek Yacht Club, Heath, Texas, meeting date to be announced, during the week of June 19-23, 2006.

You may photocopy this page or print a ballot from the Class web site at www.sunfishclass.org. Send your completed ballots to:

Gail M. Turluck, USSCA Secretary
1245 West Gull Lake Drive
Richland, MI 49083
or email: gail@collegesailing.org

One ballot per USSCA member. To establish voter eligibility, please enter your Sail Number as shown on your USSCA membership card:

______________________________

Print the name of your Region:

______________________________

All terms for elected officials will begin after the 2006 North American Championships.

Office election:

President - vote for one.
Clinton Edwards
Derek Jackson
Write in Candidate

Treasurer - vote for one.
Patricia A. Manning
Write in Candidate

Membership Coordinator - vote for one.
Anne Edwards
Write in Candidate

Regatta Coordinator - vote for one.
Susan Mallows
Write in Candidate

Regional Representative—vote for one.

You must be registered in the Region holding an election to be eligible to vote in the Regional Representative election. Vote only for your Region.

New England - CT, ME, MA, NH, VT, RI
John Fonesca
Write in Candidate

New York - NY
Ron Kutkewicz
Write in Candidate

Mid-Atlantic - DE, MD, NJ, PA, VA, WV
Constance Miller
Write in Candidate

Southeast - GA, NC, SC, TN
Rose Hamm Rowland
Write in Candidate

Florida Peninsula - (Eastern Time Zone)
Paul Strauley
Write in Candidate

www.sunfishclass.org

2006-07 ISCA Handbook Available Soon

The new Class Handbook (formerly the Directory) is coming this spring. Watch your mailbox for your copy. It will be distributed to all Class members, so if your membership has expired, be sure to renew today!

Note that the Handbook contains the Class rules, including measurement, each country's information as provided, and will have the list of members as of December 31, 2005. It is all in handy booklet form so you may refer to it at home, on the road, or wherever a Sunfish whim hits you!

It is important to the Class that members take a moment to thank the advertisers whose products they use for supporting our Handbook. Consider using turning to these Class supporters first!

— Gail Turluck
Organizing Authority: Rush Creek Yacht Club

Date: Sunday, June 18, 2006 through Friday, June 23, 2006

Venue: Lake Ray Hubbard, Heath, Texas

Rules: The race will be governed by the rules as defined in the Racing Rules of Sailing and the International Sunfish Class Association (ISCA).

Eligibility: The regatta is open to all boats of the Sunfish class as certified by the class measurer. Competitors must be members of USSCA or ISCA and may join at registration.

Advertising: Advertising will be restricted to Category A

Schedule:

Sunday, June 18, 2006
1030-1700 Registration and Measurement
1500 Practice Race for Juniors
1800 Opening Ceremony
1830 Welcoming reception and racing seminar

Monday, June 19, 2006
0700 Breakfast
1000 Jr. NAs Skippers Meeting
1030-1700 Registration and Measurement
1100 Warning Signal for First Jr. Start
1830 Dinner

Tuesday, June 20, 2006
0700 Breakfast
1000 Warning Signal for First Jr. Start
1030-1700 Registration and Measurement
1500 Practice Race
1830 Jr. Banquet

Wednesday, June 21, 2006
0700 Breakfast
0930 Skippers Meeting
1030 Warning Signal for First Start. Beer, Soda, and dinner following last race of the day.

Thursday, June 22, 2006
0700 Breakfast
1000 Warning Signal for First Start of the day. Beer, Soda, and dinner following last race of the day.

Friday, June 23, 2006
0700 Breakfast
1000 Warning Signal for First Start of the day
1900 Banquet

Registration: Forms are available at www.rcyc.org. Eligible boats may enter by completing the form on page 10 and paying the required fees. Competitors may register in advance by May 19, 2006 by mailing in their Registration Form and check to the Rush Creek Yacht Club, 320 Rush Creek Dr., Heath, TX 75032. Contact the Rush Creek office at 972-771-6500 for questions or assistance.

Fees: The regatta fee for the Senior NAs is $160 USD before May 19, 2006 and $185 USD after that date. Included are the Sunday welcome reception and breakfast, lunches and dinners on Wednesday, Thursday and Friday. The regatta fee for Juniors attending only the 3 day Junior NAs is $100 USD before May 19, 2006 and $125 USD after that date. Included are the Sunday welcome reception and breakfast, lunches and dinners on Monday and Tuesday. The fee for Juniors sailing all week (6 days) is $160 USD before May 19, 2006 and $185 USD after that date. Included are the Sunday welcome reception and breakfast, lunches and dinners on Monday through Friday. Additional lunches and dinners will be available for purchase.

Liability: Competitors participate in the regatta entirely at their own risk (See Part 1-4 “Decision to Race” of the RRS). The organizing authority will not accept any liability for any damage or personal injury or death sustained in conjunction with or prior to, during, or after
North American and Junior North American Championships – Notice of Race (continued)

the regatta.

**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. The number of courses and method for splitting the fleet into the Championship and Alcort divisions will be determined based on the number of entries.

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

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

**Charters:** Charters will be available based on availability of boats. Please send charter requests to kelam@genesta.com.

**Lodging:**
Comfort Suites Lake Ray Hubbard - 8701 East Interstate 30 - (972) 463-9595 - www.comfortsuites.com/hotel/tx56
Holiday Inn Express -966 E. I-30 - (972) 722-3265 - www.hiexpress.com
La Quinta Inn & Suites Rockwall - 689 E. I-30 - (972) 771-1685 - www.lq.com

Camping and Motor homes are permitted on RCYC grounds, but no hook-ups are available. No pets are allowed. Lodging with RCYC members is available on a limited basis. Please contact Robin Johnston at 972-771-7891 or robin@robinkjohnston.com.

**Further Information:** For further information, contact kelam@genesta.com or jeff.progelhof@fnf.com. You, your guests and families are invited to use the facilities of the Rush Creek Yacht Club, including our large swimming pool, deck and grounds overlooking the racing area on Lake Ray Hubbard. For pictures and directions, visit www.rcyc.org.

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Easy to transport. Easy to rig. Easy to launch. Hard to win.

While many have learned how to sail a Sunfish, only a select few have learned how to sail like champions. Being competitive at the National or World Championship level is truly a remarkable achievement. Friendly competition is a Sunfish tradition and racing is thriving in a fleet near you. For local fun or International racing, go to www.sunfishclass.org for the latest news. Or visit www.teamvanguard.com

Sailors for life.
Registration Form
2006 USSCA Sunfish North American Championship
2006 Junior North American Championship
June 18-23, 2006

Name: ________________________________________________ 
Address: ____________________________________________
City: _______________ State: _______ ZIP: _______ Country: ________
Phone ____________________ e-mail ________________________
Birth Date: ___________ Sex: __________ Sailing Club: ____________
Sail #: _______________ Hull Color: __________ Deck Color: __________
USSCA #: ______________ USSA #: __________ Fleet #: ______________

Entry Fee:
Junior NAs only Postmark by 5/19/06 [$100 USD] __________
Junior NAs only Late / After 5/19/06 [$125 USD] __________
Junior All Week Postmark by 5/19/06 [$160 USD] __________
Junior All Week Late / After 5/19/06 [$185 USD] __________
Senior NAs Postmark by 5/19/06 [$160 USD] __________
Senior NAs Late / After 5/19/06 [$185 USD] __________
Additional Lunches ($8) M_T_W_T_F__ Total __________
Additional Dinners ($12) M_T_W_T__ Total __________
Additional Banquet ($20) F__ Total __________

Total enclosed: __________

The undersigned acknowledges that in consideration of the efforts of the host organization for being allowed to participate in this regatta and the acceptance of this application to race, HE/SHE DOES HEREBY WAIVE AND RELEASE ANY AND ALL CLAIMS THE UNDERSIGNED MAY HAVE AGAINST THE HOST, ITS OFFICERS, DIRECTORS, OR TRUSTEES AND ITS COMMITTEE MEMBERS, MEASURERS, JUDGES, AGENTS AND REPRESENTATIVES ARISING OUT OF THE ACTIVITIES REQUIRED FOR THE RACES ON THE WATER, AND DOES FURTHER COVENANT AND AGREE NOT TO SUE OR TO BRING ANY CLAIM OR CLAIMS OF ANY NATURE WHATSOEVER AGAINST THE HOST ORGANIZATION OR ANY OF THE PERSONS AND OFFICERS NAMED, OR UNNAMED, ABOVE WHO MAY BE ACTING ON THE HOST OR THEIR BEHALF.

Signature: __________________________ Date: __________________________

Please make checks out to Rush Creek Yacht Club and mail to:
RCYC Sunfish NAs, 320 Rush Creek Dr., Heath, Texas, 75032
USSCA Masters Championship to be Sailed in Lake Bluff, IL

The Lake Bluff Yacht Club (Lake Bluff, IL) will host the 2006 US Sunfish Masters Championships from August 26-27. This is the premier event in the US for Sunfish sailors 40 years of age and over.

Lake Bluff is a beautiful small town approximately 30 miles north of Chicago on the shores of Lake Michigan. The yacht club has been host to several major events including regional championships, the Women's North Americans, and served as co-host with North Shore YC the 2001 North American Championships.

The sailing on Lake Michigan in the summer can be quite varied with smooth water and good winds from the west or 2-4 foot waves and wind from the northeast. Either way, the racing is always good and challenging!

Getting to and staying in Lake Bluff is very easy. We are a short 30 minute drive from O'Hare airport and our goal is to provide free housing for all participants who request it!

The Lake Bluff Yacht Club is proud to be the host of the 2006 US Sunfish Masters Championship and we hope to have a great turn out for this event. Please join us.

Contact Rich Chapman, regatta Chairman, at 847-362-6409 or rchapman@gltenbrook.k12.il.us. Visit the Lake Bluff website at www.lakebluffyachtclub.org

I encourage all of you to invite a new Sunfish sailor to join our class.

Anne Edwards
U.S. Sunfish Class Membership Chairperson

USSCA Membership Report: December 2005

Total Membership numbers as of end of the year for 2005

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COMPARISON TO PREVIOUS YEARS

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MEMBERSHIP TRENDS PER YEAR

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I encourage all of you to invite a new Sunfish sailor to join our class.

Anne Edwards
U.S. Sunfish Class Membership Chairperson
2006 USSCA Sunfish Masters Championship
Lake Bluff YC – Lake Bluff, IL
August 26-27, 2006
NOTICE OF RACE

1. Rules: The regatta will be governed by the 2005-2008 racing rules of sailing, the prescriptions of the US Sailing Association, the rules of the International Sunfish Class Association, except as any of these altered by the Sailing Instructions. The regatta is designated Category A.

2. Advertising: Advertising will be restricted to Category A.

3. Eligibility and Entry: Each competitor shall be a current year (2006) member of their respective country’s Sunfish Class Association. All sailors must have reached their 40th birthday as of the first day of racing. USSCA membership forms will be available at registration. See online registration form for entry fees.

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

4. Fees: Entry fee will be $65 per competitor. This includes 2 continental breakfasts, 2 lunches and one dinner (Saturday). Additional meals may be purchased at registration. Breakfast $3, Lunch $6, Dinner $12.

5. Schedule of events:
   - Friday, Aug 25: Beach open for practice sailing. (No race committee or mark will be provided.) 12pm-5pm
   - Registration 4pm-8pm
   - Saturday, Aug 26:
     - Registration 8am-10am
     - Skipper’s meeting 10:30am
     - First Race 11:30am
     - Additional races to follow
     - Dinner at local residence 6:00pm (approx)
   - Sunday, Aug 27:
     - Warning signal 10:00am
     - Additional races to follow no start after 2:30pm
     - Awards 3:00pm (approx)

5.1 Number of races: The race committee will attempt to run as many races as possible in the two days. One race will constitute a regatta.

6. Measurement: All boats may be measured against the class rules prior to and/or during the regatta.

7. Sailing Instructions: Will be available at the registration desk.

8. Venue: The regatta will be held at the Lake Bluff Yacht Club beach and the surrounding waters of Lake Michigan.

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

10. Scoring: Scoring will be low point scoring system in accordance with Appendix A2 of the racing rules except that one throwout will be given after 6 races have been completed.

11. Radios: On-board radios shall monitor only channel WX and transmit only on 9 or 16 while on the water.

12. Prizes: Prizes will be awarded to the top finishers in each age division as well as the top three overall and the top opposite sex.

13. Additional information: Registration forms and additional information are available from the following: www.sunfishclass.org, www.lakebluffyachtclub.org, or by calling Rich Chapman at 847-651-2112. Some charter boats will be available through LBYC.

14. Changes to the Rules:
   14.1 Boats starting more than 10 minutes after the starting signal will be scored as DNS. This changes rule A4.1
   14.2 Boats failing to finish within 30 minutes after the first boat sails the course and finishes will be scored DNF. This changes rules 35 and A4.1.
   14.3 On the last day of the regatta, a request for reopening a hearing shall be delivered, 1) within the protest time limit if the party requesting reopening was informed of the decision on the previous day; 2) no later than 30 minutes after the party requesting reopening was informed of the decision that day. This changes Rule 66.

15. Housing: For housing information contact Doug Warren at dbwbwarren@aol.com
USSCA President's Corner

by Vic Manning

Hello to all you Class Members out there and others reading the Windward Leg.

It looks like 2006 is going to be another great year for sailing your Sunfish! Based on the events already lined up in the national regatta schedule there are plenty of events in your areas to attend. Let's get those boats polished up and go out to your local, regional and national events to help support your local fleets and clubs. With gas prices soaring, it's going to be more important than ever that we continue to support Sunfish events so that we have a place in the future to sail and to race.

This issue of the Windward Leg includes notices of race for the Junior and North American championships, the USSCA Masters Championship, the Worlds, and the South American & Caribbean Championship. We are also including the 2006 USSCA regatta calendar for all regions. Susan Mallows, Tom Katterheinrich, and the regional representatives put a lot of hard work into assembling this schedule. There is an event for everyone to attend!

It's also that time of the year to get out and support your local training programs to help build fleets. Get involved in your junior programs and see how the Sunfish fleet can help encourage kids to come out to sail.

Along that line, in my last article, I mentioned that there is a great need for Sunfish boats and parts in the south to help re-build some of the great junior programs that we used to have along the Gulf Coast. Please see the back cover of this Windward Leg for Todd Edwards' story on the need for Sunfish parts and gear in his region. If you can help them get boats by providing funds or have an extra Sunfish or good spare equipment that you can part with, please contact Todd or Clinton Edwards. They have been working hard to help re-build fleets along the coast. Clinton is in touch with all the junior programs, so give a hand if you can.

Have a great sailing season!

Vic Manning
U.S. Class President

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Windward Leg • Issue 2, 2006
My First Masters (continued from page 1)

Gail Heausler was gracious enough to host a grill-your-own dinner at her home on Friday evening. Good conversation, catching-up, and lots of laughter were enjoyed by all. On our way back to Tent City, I learned Todd is better at calling shifts than navigating in a strange neighborhood. We went around the block three times. Thanks Dave and Tony for straightening him out.

Day two was just as exciting. Competition heated up between Todd Edwards, Tom Whitehurst, Donny Martinborough, and Joe Blouin. I was truly impressed to watch these masters "master" the course. My only disappointment came when I was finally beating Todd, Tom, and Joe in a dying afternoon breeze and the race was abandoned. With the finish line in sight, there were three big blasts of the horn and you could hear both cheers and moans across the race course. Most everyone got a tow in after that. Davis Island Yacht Club provided us with a wonderful dinner after racing on Saturday.

As we left the shore on Sunday, the top three spots were up for grabs. With a throw out in play, it came down to the last race. Todd sailed with determination in his eyes, and I had a great feeling he would follow through and win, which he did. Yes, I am a very proud wife.

At trophy presentation, one of the big questions is what the rarified group who are in the 80-89 category would be called. Mr. Buchanan, Mr. Carney, and soon-to-be-80 Mr. Bergman you have my respect for your love of sailing.

Thank you Davis Island Yacht Club for making my first Masters a memorable one.

### 2006 Sunfish International Masters Championship
**Davis Island YC - Tampa, Florida**
**March 10-12, 2006**

**Series Summary - All Age Divisions**

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Subgroup 60 - 69

1 Blouin 3-2-5-6-(ZP)-3-4 23
2 D Tillman 13-5-8-5-(24)-16-8 55
3 Hartman 11-(OS)-15-18-ZP-10-6 100
4 Young 14-27-28-(38)-19-9-9 106
5 Meyer 20-11-11-15-(35)-35-25 117
6 McNinis 31-18-19-16-38-(46)-11 133
7 Odegaaard 24-31-25-33-(ZP)-12-14 139
8 J Bergman 28-(40)-32-25-15-13-26 139
9 Jackson 16-15-16-31-34-28-(44) 140
10 M Ottenheimer(OS)-8-17-20-ZP-37-31 148
11 L Tillman 40-39-(43)-23-17-24-13 156
12 Guzder (OS)-33-44-40-14-29-20 180
13 R Baumann 25-29-34-(47)-44-22-42 196
14 Esch 42-26-33-(48)-40-32-42 221
15 Snider 37-43-45-(54)-43-47-23 239
16 B Hubel 45-41-39-(55)-46-50-54 275
17 R Rowland 56-(DF)-50-43-48-36-47 280
18 P Nash 48-45-47-52-45-(54)-50 287
19 B Sevier (DS)-DS-DS-56-56-ZP-53-56 369
20 B Smith (DF)-DS-DS-DC-DC-DC 408

2006 ISCA Sunfish Masters (L-R): Fred Hutchinson, 5th; Tom Whitehurst, 2nd; Donnie Martinborough, 3rd; Steve Mehl, 12th; Ron McHenry, 6th; Joe Blouin, 4th; Tony Elliott, 9th; Dick Tillman, 7th; Todd Edwards, 1st; Ed Carney, 51st; Don Bergman, 16th; Henry DeWolf, 17th, Malcolm Jones, 21st; Ray Buchanan, 50th. Note that finishing places listed reflect overall finishes and not age divisions.

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 $15USD plus $.06 per name. Allow two weeks for delivery.

New Sail Numbers may be ordered by sending a check for $12USD (current members) or $15USD (nonmembers) payable to USSCA. These are sticky back, official 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.
2006 Curacao Regatta Draws Racers from Three Countries
By Stephen Smeulders

Three National Sunfish Class Associations (NSCAs) were represented in the Curacao Regatta, held January 23-29, 2006. Sailors from the USA, Curacao, and Bonaire competed in the multi-fleet event.

There were two long distance (three hours each) races on Tuesday, and several course races on Saturday and Sunday. For Tuesday's LD race, it blew like stink (25 knots) and there was a six-foot swell. Notable from this day is Wim v.d. Gulik's second-place show. In his 60s, Wim is a Sunfish veteran whose trademark is endurance events. Subsequent to the St.Maarten worlds, in loaning him a boat Vanguard, supported him in his venture to sail out to, and around, the island of Saba - a 13 hour ordeal!

Saturday and Sunday were "light air days" clocking in at a mere 20 knots. Most of the pictures on the website don't do justice to the previous comments, because they were taken in close to the protective lee shore.

The Curacao regatta will be the venue for next year's South American and Caribbean Championship. Please see the Notice of Race in this Windward Leg for details on early registration and how to save money by registering this summer!

2006 Curacao Regatta
Jan Thiel Beach
Curacao, Netherlands Antilles
January 23-29, 2006

Sunfish Long Distance Overall Results
Sunfish A
1 Stephen Smeulders 1-1 2
2 Wim van der Gulik 2-2 4
3 Gilbert Thomas 3-4 7
4 Rene Brandt 4-3 11
5 Pieter Gevers 5-13 18

Sunfish Special Overall Results
Sunfish A
1 Sipke Stapert 1-1-2 4
2 Gilbert Thomas 2-3-3 8
3 Vianco Serberie 3-4-4 12
4 Victor Brouwer 15-5-5 25
5 Stephen Smeulders 15-15-1 31
6 Pieter Gevers 15-2-15 32
7 Jaap Bijsterbosch 3-15-15 33

Sunfish B
1 Rujaliano Josepina 1-1-5 7
2 Jamal Trinidad 1-1-5 8
3 Hans de Jager 5-5-2 12
4 Nanouk de Jong 5-5-5 15

Sunfish Course Race
Sunfish A
1 Stephen Smeulders 1-1-1-1-1(15) 5
2 Sipke Stapert 3-2(5)-2-3-1 11
3 Bruce Brandt (4)-3-3-3-2 13

4 Gunnar Copper 2-(5)-2-4-4-3 15
5 Wim van der Gulik 6-6-(15)-5-5-5 27
6 Tijn Siebels (8)-4-6-6-6 29
7 Gilbert Thomas 9-(10)-7-9-7-4 36
8 Pieter Gevers (10)-7-6-8-9-7 37
9 Jaap Bijsterbosch 8-9-8-7(10)-8 40
10 Annemiek van Esveldt (11)-11-9-10-8-9 47
11 Niek Kort 5-4-(15)-15-15-15 54
12 Victor Brouwer 12-(15)-10-11-15-15 63

Sunfish B
1 Rujaliano Josepina 1-1-(2)-1-1-1 5
2 Jamal Trinidad 2-2-1-2-(5)-5 12
3 Hans de Jager (5)-5-5-5-2 22
4 Nanouk de Jong (5)-5-5-5 25
Complete Boats
$3395.00
Shipping
No Problem!

The Sunfish has two types of sails available

The Racing Sail is larger cut and all white and includes a window.

The Daysail (standard) is available in colors some listed below.

Complete listing
on our website
www.dinghyshop.com

Sails for Sunfish

<table>
<thead>
<tr>
<th>Sail Description</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sail - Sunrise- Blue, Red, Orange, Yellow</td>
<td>21005</td>
<td>$282.27</td>
</tr>
<tr>
<td>Sail - Bora Bora- Blue, Green, Yellow, Blue</td>
<td>21040</td>
<td>$282.27</td>
</tr>
<tr>
<td>Sail - Go Navy - Navy, White, Gold, White, Navy</td>
<td>21060</td>
<td>$282.27</td>
</tr>
<tr>
<td>Sail - Racing- White w/ window, white luff</td>
<td>22063</td>
<td>$406.32</td>
</tr>
</tbody>
</table>

Dinghy Shop Padded Hiking Strap
red or blue $40.00

Sunfish Gooseneck Adjust
salt water friendly, cam action
$19.95

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

Sunfish Model Kit- Scale 1:12
Includes instructions, pre-cut dacron sails (which can be customised w/any sail number) running rigging, mounting base, wall brackets and poster. An ideal gift! $39.95

Sunfish Spar Bag w/Zipper $75
Sunfish Spar Bag $59
Sunfish Top Cover $220
Sunfish Bottom Cover $220
Sunfish Outhaul Kit $24.95

Sunfish Bible $29.95
Three books in one!
368 pages!
THE SUNFISH BOOK,
SUCCESSFUL SUNFISH RACING,
SAIL IT FLAT
Everything you wanted to know about Sunfish.

Seitech Sunfish Dolly $370.00

Sunfish Blade Bag $94.00
padded, divided, with mesh pouch for drying lines (tiller extends beyond pouch)

Dinghy Shop Sunfish® Hat
assorted colors
$18.00

You can e-mail orders to dinghyshop@pipeline.com
or fax: 631-598-8540
Join our e-update list for events sales & regatta info @ www.dinghyshop.com
"All prices subject to change"

334 S Bayview Ave, Amityville, NY 11701
NEW Mast Sleeve Retro Kit
Sleeves for stiffening and strengthening the mast are now installed on all Sunfish masts. The stiffener consists of an aluminum sleeve inside the bottom of the mast section that inhibits lower mast bend for a stiffer, more durable mast. A mast sleeve retrofit kit is available to equip previously purchased masts. Detailed instructions included.

V20147 $32.80

Sunfish Spars and Bailers

<table>
<thead>
<tr>
<th>Part #</th>
<th>Description</th>
<th>APS $</th>
</tr>
</thead>
<tbody>
<tr>
<td>V10224</td>
<td>Traveler block - rope traveler (not race legal)</td>
<td>$8.05</td>
</tr>
<tr>
<td>V43103</td>
<td>Eyestrap only for boom blocks</td>
<td>$2.75</td>
</tr>
<tr>
<td>V43106</td>
<td>Boom cap without eye, forward ends</td>
<td>$6.45</td>
</tr>
<tr>
<td>V43114</td>
<td>Racelle swivel boom block</td>
<td>$16.20</td>
</tr>
<tr>
<td>V43115</td>
<td>Mainsheet swivel block</td>
<td>$20.15</td>
</tr>
<tr>
<td>V43116</td>
<td>Racelle bullet block, boom</td>
<td>$11.10</td>
</tr>
<tr>
<td>V43308</td>
<td>Traveler block w. removable sheave</td>
<td>$21.30</td>
</tr>
<tr>
<td>V43309</td>
<td>Mainsheet snap - chrome (post-1996)</td>
<td>$4.25</td>
</tr>
<tr>
<td>V43604</td>
<td>Bailor cap only</td>
<td>$6.45</td>
</tr>
<tr>
<td>V43608</td>
<td>Bailor plug only</td>
<td>$5.75</td>
</tr>
<tr>
<td>V62401</td>
<td>Mast complete</td>
<td>$121.30</td>
</tr>
<tr>
<td>V62405</td>
<td>Upper boom complete</td>
<td>$98.70</td>
</tr>
<tr>
<td>V62410</td>
<td>Spar Kit (2 booms, gooseneck &amp; eye bolts)</td>
<td>$285.55</td>
</tr>
<tr>
<td>V62414</td>
<td>Lower boom complete</td>
<td>$143.25</td>
</tr>
</tbody>
</table>

Racing Gooseneck Adjuster
Fine tune your rig easily on the water. Loose goosenecks with a twist of the handle. Gooseneck sold separately.
V79055 $19.35

Order Online, Save on Shipping!
800.729.9767

Swivel Lead w/ Cleat - Mainsheet
This base is screwed to the deck in place of a hatchet eye strap (forward side of cockpit). With this set-up you can easily adjust and cleat the mainsheet on a more relaxed sail. Includes Harken's carbon cam cleat.
H241 APS $53.80

Clam Cleats
Mount these cleats to your lower boom, and use the racing multi-purchaseouthaul and cunningham. Made of solid aluminum, use with Harken’s CarboRatchet main sheet block. Offers good holding power that runs smoothly. Slider on the side turns the ratchet on/off.

Feather Mate
Get prepared for light air racing. Feather Mate can help you detect line. If you don’t have them already, you’ll need to install two to use our light air racing line package. Available either silver coated (original) or black hardcoat anodized (more corrosion resistant and holds lines better).

Clam Cleats
C211Mk1 Black
C211Mk1AN Black

Feather Mate
C211Mk1 AN Black

Recreational Line Package
Standard on all new Sunfish. This package uses Vanguard’s new English Braid UK lines. Lowestretch halyard and control lines and non-water absorbing flax for the mainsheet.

Order Online, Save on Shipping!
**Sunfish Hull and Deck Fittings**

<table>
<thead>
<tr>
<th>Part #</th>
<th>Description</th>
<th>APS $</th>
</tr>
</thead>
<tbody>
<tr>
<td>V10073</td>
<td>Eye strap for hiking strap attachment</td>
<td>$1.60</td>
</tr>
<tr>
<td>V13500</td>
<td>Drain plug assembly, gray (Holt Allen, HA322)</td>
<td>$2.25</td>
</tr>
<tr>
<td>V33004</td>
<td>Plastic cockpit trim - sold by the foot (need 8')</td>
<td>$37.60</td>
</tr>
<tr>
<td>V42799</td>
<td>Hiking strap - padded, white with blue</td>
<td>$37.60</td>
</tr>
<tr>
<td>V42805</td>
<td>Hiking strap, blue/white</td>
<td>$137.30</td>
</tr>
<tr>
<td>V43017</td>
<td>Coaming - white</td>
<td>$10.60</td>
</tr>
<tr>
<td>V43026</td>
<td>Main halyard cleat (black anodized)</td>
<td>$12.75</td>
</tr>
<tr>
<td>V43037</td>
<td>Hiking strap, black webbing, 34&quot; long</td>
<td>$6.90</td>
</tr>
<tr>
<td>V43062</td>
<td>Internal backup plate</td>
<td>$18.00</td>
</tr>
<tr>
<td>V43091</td>
<td>Tiller bridge wire with loop (pre-1995)</td>
<td>$4.90</td>
</tr>
<tr>
<td>V43093</td>
<td>Trim clip for aluminum trim</td>
<td>$21.30</td>
</tr>
<tr>
<td>V43508</td>
<td>Traveler block with removable sheave</td>
<td>$5.75</td>
</tr>
<tr>
<td>V43608</td>
<td>Bailer plug only</td>
<td>$8.20</td>
</tr>
<tr>
<td>V50060</td>
<td>Hiking strap plate</td>
<td>$6.45</td>
</tr>
<tr>
<td>V43604</td>
<td>Bailer cap only</td>
<td>$6.70</td>
</tr>
<tr>
<td>V65015</td>
<td>Drain plug only - metal (pre-1995) with chain</td>
<td>$10.55</td>
</tr>
<tr>
<td>V65087</td>
<td>Bailer Housing with ball</td>
<td>$10.50</td>
</tr>
<tr>
<td>V66014</td>
<td>Bridge, two loops 1996 and newer (traveller bridge)</td>
<td>$2.50</td>
</tr>
<tr>
<td>V79014</td>
<td>Alum. pop rivets (pack of 50) for alum. trim</td>
<td>$4.85</td>
</tr>
<tr>
<td>V79020</td>
<td>Bow handle kit</td>
<td>$21.70</td>
</tr>
<tr>
<td>V79023</td>
<td>Eyestrap kit · bridge (includes 2 eyestraps)</td>
<td>$9.55</td>
</tr>
<tr>
<td>V79024</td>
<td>Metal drain plug with housing (pre-1995)</td>
<td>$9.55</td>
</tr>
<tr>
<td>V79042</td>
<td>Gudgeon bracket kit with fasteners</td>
<td>$22.55</td>
</tr>
<tr>
<td>V79201</td>
<td>&quot;O&quot; ring (pack of 5)</td>
<td>$4.40</td>
</tr>
<tr>
<td>V79260</td>
<td>Bailer complete</td>
<td>$38.35</td>
</tr>
<tr>
<td>V79294</td>
<td>Bulkseye fairlead with fasteners (halyard)</td>
<td>$10.60</td>
</tr>
<tr>
<td>V79332</td>
<td>Bailer Ball and Gasket (pack of 5)</td>
<td>$9.35</td>
</tr>
<tr>
<td>V79334</td>
<td>Aluminum trim (5 feet)</td>
<td>$19.10</td>
</tr>
<tr>
<td>V79361</td>
<td>Coaming rivets (13 pack)</td>
<td>$3.40</td>
</tr>
<tr>
<td>V79512</td>
<td>Hiking strap retro. kit w. hardware w. instructions</td>
<td>$25.50</td>
</tr>
</tbody>
</table>

**Traillex Aluminum Sunfish Trailer**

Made of extruded aluminum framing, this trailer is light, stiff and strong. Light enough to use as a hand dolly. Rear roller and carpeted pads make loading and unloading safe and easy. Split tongue design allows trailer to be delivered to your door in the continental US. Complete assembly instructions included. Total trailer weight is 90 pounds.

TRSTU200S $660.00

**APS, Everything Under the Sunfish**

- 800.729.9767

**Sunfish Hull and Deck Fittings**

- Eye strap for hiking strap attachment:
  - V10073: $1.60
- Drain plug assembly, gray (Holt Allen, HA322):
  - V13500: $2.25
- Plastic cockpit trim - sold by the foot (need 8'):
  - V33004: $37.60
- Hiking strap - padded, white with blue:
  - V42799: $37.60
- Hiking strap, blue/white:
  - V43017: $137.30
- Coaming - white:
  - V43026: $10.60
- Main halyard cleat (black anodized):
  - V43037: $12.75
- Internal backup plate:
  - V43062: $6.90
- Tiller bridge wire with loop (pre-1995):
  - V43091: $18.00
- Trim clip for aluminum trim:
  - V43093: $4.90
- Traveler block with removable sheave:
  - V43508: $21.30
- Bailer plug only:
  - V43608: $5.75
- Hiking strap plate:
  - V43604: $8.20
- Bailer cap only:
  - V46015: $6.45
- Drain plug only - metal (pre-1995) with chain:
  - V65015: $6.70
- Bailer Housing with ball:
  - V65087: $10.55
- Bridge, two loops 1996 and newer (traveller bridge):
  - V66014: $10.50
- Alum. pop rivets (pack of 50) for alum. trim:
  - V79014: $4.85
- Bow handle kit:
  - V79020: $21.70
- Eyestrap kit · bridge (includes 2 eyestraps):
  - V79023: $9.55
- Metal drain plug with housing (pre-1995):
  - V79024: $9.55
- Gudgeon bracket kit with fasteners:
  - V79042: $22.55
- "O" ring (pack of 5):
  - V79201: $4.40
- Bailer complete:
  - V79260: $38.35
- Bulkseye fairlead with fasteners (halyard):
  - V79294: $10.60
- Bailer Ball and Gasket (pack of 5):
  - V79332: $9.35
- Aluminum trim (5 feet):
  - V79334: $19.10
- Coaming rivets (13 pack):
  - V79361: $3.40
- Hiking strap retro. kit w. hardware w. instructions:
  - V79512: $25.50

**Ritchie 58W Tactical Racing Compass**

Flush, deck mounted compass requires no cutouts in the deck. 3" blue card with tactical quadrants shows wind shifts and headers. Has a movable bezel, twistons/off for easy removal, 2" high and 4-1/4" base diameter.

RTR5-58W APS $67.50

**The Sunfish Bible**

Contains just about everything important written to date about the Sunfish. Includes Larry Lewis's Sail It Flat, Derrick Fries' Successful Sunfish Racing, and a collection of articles from SAIL magazine, Sailing World and its predecessors. Also included is Kristi and the Fish Sun from Gary Johnson's book, World Class Sailing.

RHFOMP $29.95

**Seitech Sunfish Dolly**

Anodized aluminum frame with fiber reinforced composite joints. Wing nuts at "T" joint, quick pins on wheel axles and quick release at middle of center tube for easy breakdown and transport.16" knobby tires; 3" wide hull strap. SESUN $355.00
**Sheet Hangers**

This pair of webbing straps Velcros around your boom to keep the mainsheet from dropping down. Helps keep the sheet slack free and from snagging during jibes.

**Sunfish Sails and Accessories**

<table>
<thead>
<tr>
<th>Part #</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>V22063</td>
<td>RACE sail with window-all white</td>
<td>$386.95*</td>
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<tr>
<td>V21004</td>
<td>Sail - Green/white</td>
<td>$268.00</td>
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<tr>
<td>V21005</td>
<td>Sail - Sunrise-yellow/orange/red/blue</td>
<td>$268.00</td>
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<tr>
<td>V21605</td>
<td>Sail - Sunrise-yellow/orange/red with window</td>
<td>$324.20</td>
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<tr>
<td>V21008</td>
<td>Sail - Newport-pink/purple/blue/yellow</td>
<td>$268.00</td>
</tr>
<tr>
<td>V21010</td>
<td>Sail - Olympic-red/white/blue</td>
<td>$268.00</td>
</tr>
<tr>
<td>V21011</td>
<td>Sail - Storm-blue/yellow</td>
<td>$268.00</td>
</tr>
<tr>
<td>V21023</td>
<td>Sail - Red/white</td>
<td>$268.00</td>
</tr>
<tr>
<td>V21025</td>
<td>Sail - Seabreeze-yellow/green/light blue/purple/pink</td>
<td>$268.00</td>
</tr>
<tr>
<td>V21040</td>
<td>Sail - Bora Bora-purple/green/red/yellow/purple</td>
<td>$268.00</td>
</tr>
<tr>
<td>V21640</td>
<td>Sail - Bora Bora-purple/green/red/yellow/purple (window)</td>
<td>$324.20</td>
</tr>
<tr>
<td>V21060</td>
<td>Sail - Goya-navy/gold/white</td>
<td>$268.00</td>
</tr>
<tr>
<td>V21061</td>
<td>Sail - Mackinaw-green/white/blue</td>
<td>$268.00</td>
</tr>
<tr>
<td>V21062</td>
<td>Sail - Mist-charcoal/royal/yellow</td>
<td>$268.00</td>
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<tr>
<td>V21006</td>
<td>Sail - Carnival-yellow/red/blue/red/blue/yellow</td>
<td>$268.00</td>
</tr>
<tr>
<td>MSTSF003</td>
<td>RECREATIONAL sail-white/red/blue-not class legal</td>
<td>$206.85</td>
</tr>
</tbody>
</table>

*Sail includes your choice of FREE sail ties or FREE package of 30 sail rings a $16.65 value - please ask for details

**Sheet Hangers**

- **Through Bolt Kit for Boom Eyestraps/Blocks**
  A simple and inexpensive way to ensure your mainsheet blocks don’t pull out. Requires a 5/32” drill bit to remove the rivets from your boom. Kit comes complete with photo instructions, small diameter waxed twine, stainless steel machine screws, flat and lock washers and nuts.

- **Racing Upgrade Package**
  Transform your regular old Sunfish into a high performance racing machine. Includes: Harken Hexaratchet (H0191) with stand up spring (H0711), eye strap with mounting screws (V79460), goose neck quick release lever (V79055) for easy rig adjustments, racing sail (V22063), bag of 30 sail rings (V79066) and two black hardcoat anodized clam cleats (C2111 Mk1AN) for the lower boomouthaul and cunningham controls. Add the racing line package and you’re ready to roll.

- **Snoot Boot**
  Padded bow bumper. Slide over the bow, run webbing back and around the mast, then secure with quick release/adjust buckle.

- **APS Sunfish Mast UP or DOWN Deck Cover**
  Made of breathable Top Gun Polyester. Large zipper runs from the bow to the mast - use it with the mast up or down. Store your booms under the cover with the ends extending past the boom stem inside the attached spar sock. 1/4” shock cord in hem exits at the rear of the cover for tensioning. Sets of adjustable cross tie webbing straps with quick release buckles give a skin tight fit. This is the easiest, most secure cover attachment system available.

- **APS Sunfish Deck Cover** *(shown right)*
  Made of breathable Top Gun Polyester. 1/4” shock cord in hem exits at the rear of the cover for tensioning. Sets of adjustable cross tie webbing straps with quick release buckles give a skin tight fit. The easiest, most secure cover attachment system available.

- **APS Sunfish Hull Cover** *(shown left)*
  Made of breathable Top Gun Polyester. Double reinforcement patch at the baller. 1/4” shock cord in hem exits at the rear of the cover for tensioning. Sets of adjustable cross tie webbing straps with quick release buckles give a skin tight fit. The easiest, most secure cover attachment system available.

- **APS Sunfish Padded Blade Bags**
  Made of high denier coated Nylon and closed cell foam padding. Centerboard features carry handle and adjustable webbing closure. Rudder bag features quick release adjustable buckle. Color: Navy (Gray, Teal, Red, Black, Royal Blue or Purple, 2-3 week special order) MSTSF551 Daggerboard $45.15 MSTSF552 Rudder $30.45

- **APS Sunfish Spar Bag**
  Made of high denier coated nylon. Large zipper runs length of the bag. Double webbing carry handle. Holds up to two full sets of spars. Color: Royal Blue (Gray, Teal, Red, Black, Navy, or Purple, 2-3 week special order) MSTSF558 $54.60

- **APS Sunfish Padded Blade Bag**
  Conveniently carry both your daggerboard and rudder with tiller and tiller extension attached. Made of high denier coated nylon and closed cell foam padding, rudder slides into side pocket and tiller and extension are held in place at the end of the bag with snap webbing loop. Shoulder strap, Velcro daggerboard closure and adjustable webbing rudder closure.

- **Spar Partners by Nautical America**
  Made of foam rubber, these mast holders are spar and deck friendly. Now compatible with roof racks.

- **NASSP** $27.00

**Everything Under the Sun**

- **Snoot Boot**
  Padded bow bumper. Slide over the bow, run webbing back and around the mast, then secure with quick release/adjust buckle.

- **APS Sunfish Mast UP or DOWN Deck Cover**
  Made of breathable Top Gun Polyester. Large zipper runs from the bow to the mast - use it with the mast up or down. Store your booms under the cover with the ends extending past the boom stem inside the attached spar sock. 1/4” shock cord in hem exits at the rear of the cover for tensioning. Sets of adjustable cross tie webbing straps with quick release buckles give a skin tight fit. This is the easiest, most secure cover attachment system available.

- **APS Sunfish Deck Cover** *(shown right)*
  Made of breathable Top Gun Polyester. 1/4” shock cord in hem exits at the rear of the cover for tensioning. Sets of adjustable cross tie webbing straps with quick release buckles give a skin tight fit. The easiest, most secure cover attachment system available.

- **APS Sunfish Hull Cover** *(shown left)*
  Made of breathable Top Gun Polyester. Double reinforcement patch at the baller. 1/4” shock cord in hem exits at the rear of the cover for tensioning. Sets of adjustable cross tie webbing straps with quick release buckles give a skin tight fit. The easiest, most secure cover attachment system available.

- **APS Sunfish Padded Blade Bags**
  Made of high denier coated Nylon and closed cell foam padding. Centerboard features carry handle and adjustable webbing closure. Rudder bag features quick release adjustable buckle. Color: Navy (Gray, Teal, Red, Black, Royal Blue or Purple, 2-3 week special order) MSTSF551 Daggerboard $45.15 MSTSF552 Rudder $30.45

- **APS Sunfish Spar Bag**
  Made of high denier coated nylon. Large zipper runs length of the bag. Double webbing carry handle. Holds up to two full sets of spars. Color: Royal Blue (Gray, Teal, Red, Black, Navy, or Purple, 2-3 week special order) MSTSF558 $54.60

- **APS Sunfish Padded Blade Bag**
  Conveniently carry both your daggerboard and rudder with tiller and tiller extension attached. Made of high denier coated nylon and closed cell foam padding, rudder slides into side pocket and tiller and extension are held in place at the end of the bag with snap webbing loop. Shoulder strap, Velcro daggerboard closure and adjustable webbing rudder closure.

- **Spar Partners by Nautical America**
  Made of foam rubber, these mast holders are spar and deck friendly. Now compatible with roof racks.

- **NASSP** $27.00

**Website**

www.APSSLTD.com
Martinique Sunfish Class Association Sees Championship Year

By Guy Chavigny

The year 2005 for the Martinique Sunfish Class Association was very important. The main event was the organization of the 35th world championship in May 2005. During this event, the Cercle Nautique of Schoelcher (the host club) and all its members worked hard for the success of this event. The airline connections between the States and Martinique are not easy, and this was the reason for the low participation. Now in 2006, there is direct flight by American Eagle.

The 2005 Martinique championships were a series of races sailed in the nine months between October 2004 and June 2005. The three best sailors were Mathieu Moures, Olivier Alminin, and Christian Harpon.

The 2006 Martinique Championship began in October 2005, and is being led by Olivier Alminin. Mathieu Moures is currently not sailing Sunfish in order to prepare for the TEMPEST Class Worlds in Martinique in October 2006.

2005 Martinique Championship Season Results

<table>
<thead>
<tr>
<th>Place</th>
<th>Name</th>
<th>Score</th>
<th>Points</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>Mathieu Moures</td>
<td>4-2-5-2-3-3-3-3-50</td>
<td>72</td>
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<tr>
<td>2</td>
<td>Olivier Alminin</td>
<td>5-4-2-12-5-50-2-2</td>
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<tr>
<td>3</td>
<td>Christian Harpon</td>
<td>5-15-4-9-4-9-50-3</td>
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<tr>
<td>4</td>
<td>José Volney Anne</td>
<td>15-8-8-21-10-5-5-50</td>
<td>122</td>
</tr>
<tr>
<td>5</td>
<td>Daniel Vassard</td>
<td>9-9-14-20-9-7-50-9</td>
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<td>6</td>
<td>Claude Olive</td>
<td>26-14-18-16-18-12-10-50</td>
<td>164</td>
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<td>7</td>
<td>Olivier Rene Corail</td>
<td>12-8-9-17-15-50-50-8</td>
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<td>Jean Louis Yang Ting</td>
<td>15-12-14-16-50-50-9-50</td>
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<td>Guy de Chavigny</td>
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<td>10</td>
<td>Henri Pied</td>
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<td>Frédéric Pinceau</td>
<td>50-19-21-22-50-50-50-11</td>
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<td>Henri Dowling-Carter</td>
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<td>Bruno Delaval</td>
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<td>Fabrice Lotaut</td>
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<td>Bernard Dormoy</td>
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<td>Georges Dufal</td>
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<td>20</td>
<td>Jean-Pascal Ferdinand</td>
<td>24-50-50-50-50-50-50-50</td>
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</table>

The 2005 Sunfish Worlds in Martinique were one of the highlights in the Martinique Sunfish Class Association's season.
1) RULES: The regatta will be governed by:
1.1 The rules as defined in the Racing Rules of Sailing.
1.2 RRS 61.1.a.2 is deleted
1.3 Rule 61.4 reads: “No fees shall be charged for protests or requests for redress”
1.4 RRS 62.1 is modified to add: 62.1(e) failure of chartered equipment.
1.5 Sunfish Class rules apply except that participants may internally reinforce a class approved mast with a sleeve of any dimension so long as it is comprised of aluminum and it is in place for the entire duration of the regatta.
1.6 While translations of the Rules including the NOR or the SI may exist, the governing language of the event is English.

2) ADVERTISING: Advertising will be restricted to Category A.

3) QUALIFIER
3.1 Per, article 5.0 (Qualification Schedule) on page 3 of the ‘Pan American Sailing Federation 2007 Qualifying System and Event Schedule’, the two (2) best, yet un-qualified, nations at this event may compete at the Pan Am Games in the Sunfish Class.
3.2 This event is a qualifier for future Sunfish World Championships.

4) ELIGIBILITY AND ENTRY:
4.1 All Entrants must fill out the Entry Form in Addendum 1 and may send it to the event secretary along with a US$100 registration fee. Registration closes at 1700 hrs Jan. 23, 2007. Registration form is online at http://curacaoregatta.com or contact SunFishOff@aol.com
4.2 Acceptance of the registration is based on the following criteria
4.2.1 Entrants warrant they will be 2007 paid-up members of the NSCA they represent on Jan. 23, 2007.
4.2.2 Entrants who supply their own boat will have their registration accepted unconditionally and sections 4.4 and 4.5 of this NOR do not apply.
4.2.3 For Entrants who wish to charter a boat, these conditions as well as 4.4 & 4.5 apply.
4.2.3.1 The first three entrants of a NSCA who also submit their registration by September 24, 2006, will have their registration accepted.
4.2.3.2 Prospective entrants from a NSCA who are preceded by 3 entrants from their NSCA will have their registration wait-listed
4.2.3.3 Subsequent to September 24 and prior to 1700 hrs on January 23, any entrant who submits a registration will have it accepted in order received and is contingent on the availability of a charter boat.
4.3 Every eligible entrant may use a check or credit card (VISA & Mastercard only) to pay their registration fee. Checks should be made payable to “ISCA” and must be either drawn on a US bank or be a cashiers check. Registrations cancelled before September 24, 2006, are completely refundable. Participants who wish to charter a boat must send their registrations form & fees to:
4.3.1 Prior to September 24, 2006
International Sunfish Class Association
P. O. Box 300128
Waterford MI 48330-0128
USA

4.3.2 After September 24, 2006 and prior to January 22, 2007
Clara Hoogeweegen
Sparrerweg 9
Curacao
Netherlands Antilles

4.4 A non-refundable charter fee (cash or cashiers check) will be charged at check in.
4.4.1 Complete, Sail-Ready boat: $200 charter fee
4.4.2 Incomplete, not Sail-Ready boat (Hull+Mast+Spar only): $150 charter fee.
4.5 A damage deposit of $100 (cash or cashiers check) will be charged at check in. If the boat is returned in a sufficiently similar condition, then the deposit will be refunded.

5) CLASSIFICATION: The ISAF Sailor Classification Code will apply.

6) SCHEDULE: Chogogo Resort, Jan Thiel Beach, Curacao, Netherlands Antilles.
Monday, January 22
1800 - 2000 hrs. Registration
2030 hrs. Regatta Opening Ceremony
Tuesday, January 23 0900
1700 hrs. Registration, boat set-up & boat measurement.
Wednesday, January 24
0930 hrs. First warning signal of the day (3 races)
Thursday, January 25
Layday
Friday, January 26
0930 hrs First warning signal of the day (2 races)
Saturday, January 27
0930 hrs First warning signal of the day (2 races)
Sunday, January 28
1100 hrs Race shall start after this time
1300 1700 hrs boat check-in
2000 hrs Awards ceremony and after-sail party

Continued on page 25
South American and Caribbean Championship Notice of Race (continued)

7) SAILING INSTRUCTIONS: Sailing Instructions will be available at registration.

8) COURSES: Courses will be set on the South Shore of Curacao in the open ocean off of the Chogogo Resort. The course layout is dictated by the predominant Easterly Trade Winds, the extreme depth of the ocean and the 3 to 5 foot swell. Likely courses are Windward-Leeward. Courses may be shared with the catamaran fleet. The race committee will make the utmost effort to prevent intermingling of fleets on the race course through judicious choice of start times.

9) PROTESTING: RRS 61.1 a.2 is changed to read: "The use of a red Protest flag (minimum dimensions 6" "x6") is required"

10) SCORING: A total of 8 races are planned, of which 3 will constitute a regatta. When 8 races have been completed, a boat’s series score will be the total of her race scores, excluding her worst score, except that in the absence of material failure, a boat may not discard a DNC or a DNS in race 8.

11) RADIO COMMUNICATION: A boat shall neither make radio transmissions while racing nor receive radio communications unavailable to all boats. This restriction also applies to mobile telephone.

12) PRIZES: Trophies will be awarded to the first 3 finishers, the first junior, the first woman, and the first grand master (55+).

13) DISCLAIMER OF LIABILITY: Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during, or after the regatta.

14) CHARTER BOATS: Charter boats will be available to competitors for rigging and practice sailing upon completing registration. Returning and having boat inspected will be the responsibility of the competitor. It is also the responsibility of the competitor to identify any damage or problems with the boat upon return.

15) EQUIPMENT: Competitors are reminded that boats will be measured prior to racing. Competitors are particularly reminded of Sunfish Class Rule: 3.6.5 "Sail Numbers" (Size + Shape, Color & Placement). Competitors will be allowed to use Teflon or McLube spray only on spars, sail ties and sail controls. Application of any material other than soap on the hull or blades is not allowed. The local Vanguard dealer will be on call for emergency equipment (e.g. mast & spars) sale.

16) SAFETY: While on the water, competitors are required to wear a life-jacket at all times. This includes time spent sailing to and from the course, as well as during any practice sailing. It is suggested that competitors have on board a whistle and reflective device.

17) TRAVEL: Competitors are advised that, at the very least, a passport is required to enter Curacao. It is also possible that a visa is required. If this is the case, your registration receipt should be used in the visa application. Please contact your closest Dutch Consulate for details.

18) LODGING: The host resort is the Beautiful Livingstone Jan Thiel Resort at Jan Thiel Bay, Curacao, Netherland Antilles. Phone +599 9 747-0332 Fax: +599 9 767-9600

Email: sale@livingstoneresort.com Web site: http://www.jan-thiel-resort.com.
Rooms will be reserved for competitors until October 31, 2006 at the following discounted rates:

1 bedroom Apartments
1 person $ 110 per night/ per person
2 persons $ 55 per night/ per person
3 persons $ 40 per night/ per person (incl 1 extra bed in livingroom, Limited possibilities)

2 bedroom Apartments
1 person $ 145 per night/ per person
2 persons $ 72.50 per night/ per person
3 persons $ 47.50 per night/ per person
4 persons $ 36.25 per night/ per person
5 persons $ 31USD per night/ per person (incl 1 extra bed in livingroom)

Since rooms are limited, early reservations are recommended. Specify Sunfish South Americans. The resort is within walking distance of the regatta venue. A rental car is therefore not required.

19) REGATTA CONTACT AND INFORMATION: For latest information see http://www.curacao-regatta.com or contact:

PERSON
-- Williot Perlot at americas@curacao-regatta.com
-- Alex & Christa Roose at achr@carib-online.net
-- Stephen Smuelders at posyj@cs.com or 585.507.3342
-- Clara Hoogeweegen at clara@splash-americas.com

LANGUAGE
Dutch Nederlands
French Français
English
Spanish Espanol

Windward Leg - Issue 2, 2006
2006 Sunfish World Championship
Charleston Harbor Resort and Marina  Charleston, SC, USA
September 30-October 6, 2006
NOTICE OF RACE

The Organizing Authority is the International Sunfish Class Association

1) RULES: The regatta will be governed by:
1.1 The rules as defined in the Racing Rules of Sailing.
1.2 The following prescriptions of the national authority will apply and will be stated in full in the sailing instructions: 61.4, 68, 76.1, & 76.3.
1.3 RRS 62.1 is modified to add: 62.1(e) failure of chartered equipment.
1.4 Sunfish Class rules apply except as modified by the Supplied Equipment (item 14) and Charter Agreement in Addendum 1. Measurement will be conducted by the ISCA Measurer prior to racing. A list of items to be checked by the Measurer will be provided to competitors at check-in; notwithstanding, equipment may be spot checked during the regatta.

2) ADVERTISING: Advertising will be restricted to Category A.

3) ELIGIBILITY AND ENTRY:
3.1 Entrants will be limited to sailors qualified per 2005/2006 ISCA & USSCA Notices found in the 2006 Regatta Schedule.
3.2 Entries will be limited to 100 competitors. Eligible entrants will receive an invitation by mail which must be responded to by the date specified in the invitation. Invited entrants who wish to accept the invitation must fill out the Entry Form in Addendum 2 and send it to the Class Office along with a non-refundable US$ 250 charter fee plus the US$250 registration fee by the date specified in the invitation for a total of $500.

Every eligible entrant may use a check or credit card to pay their non-refundable boat charter fee and registration fee. Checks should be made payable to "ISCA" and must be drawn on a US bank.

International Sunfish Class Association
P. O. Box 300128
Waterford MI 48330-0128
Phone/Fax: 248-673-2750
Email: SunFishOff@aol.com

USA
3.3 Fully paid entries will be accepted in the order they are received. If 100 entries have not been received by August 1, 2006 (60 day cutoff date for World deposits) any unfilled boat spots shall be filled by a fair choice from a pool of international wild card sailors who have applied through their NSCA.

3.4 If there are any available Worlds boats at the event site, the boats may be filled by the host country from their NSCA members who have paid their dues by the cutoff date for Worlds deposits.

3.5 A refundable damage deposit of US$150 will be charged at check in.

4) CLASSIFICATION: The ISAF Sailor Classification Code will apply.

5) SCHEDULE: Charleston Harbor Resort and Marina (CHRPM)
Saturday, September 30 1200 -1700 hrs. Check in & boat set-up.
Sunday, October 1 0900 - 1700 hrs. Check in & boat set-up.
1200 hrs. Skippers Meeting.
1400 hrs. Practice Racing
1800 hrs. Opening Ceremony and dinner.
Monday, October 2 1100 hrs. First warning signal of the day
Tuesday, October 3 1100 hrs. First warning signal of the day
Wednesday, October 4 1100 hrs. First warning signal of the day
Thursday, October 5 1100 hrs. First warning signal of the day
Friday, October 6 0900 hrs. Makeup race if necessary
0900 hrs or after makeup race. Boat return and inspection
1700 hrs. Dinner and Award ceremony. (Coat and tie suggested)

6) SAILING INSTRUCTIONS: Sailing Instructions will be available at registration.

7) COURSES: Courses will be Windward-Leeward or Olympic and will be available along with the Sailing Instructions at the check in at the Charleston Harbor Resort and Marina. All races will take place in the lower portion of Charleston Harbor.

8) PENALTY SYSTEM: Appendix P will be used

Continued on page 27
World Championship Notice of Race (continued)

9) SCORING: A total of 8 races are planned, of which 3 will constitute a regatta. When 7 or more races have been completed, a boat's series score will be the total of her race scores, excluding her worst score.

10) RADIO COMMUNICATION: A boat shall neither make radio transmissions while racing nor receive radio communications unavailable to all boats. This restriction also applies to mobile telephone.

11) PRIZES: Trophies will be awarded to the first 10 finishers, the first junior, the first woman, the first master (40+), and the first grand master (55+).

12) DISCLAIMER OF LIABILITY: Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during, or after the regatta.

13) CHARTER BOATS: Charter boats will be available to competitors for rigging and practice sailing upon completing registration. Returning and having boat inspected will be the responsibility of the competitor. It is the responsibility of the competitor to identify any damage or problems with the boat upon return. See addendum 1- Charter Agreement, listed on the Worlds website.

14) EQUIPMENT: Vanguard will provide the following equipment with the intent that a competitor may come to the event and be able to sail a race ready Sunfish.

- Hull, sail, and blades with tiller and pro package extension.
- Spars and Mast
- Gooseneck with adjuster
- Outhaul Cleat located starboard side of lower spar at 64" (from the front of cleat to where the front end cap meets the spar.)
- 23' of 3mm spectra line for the outhaul.
- Cunningham cleat located near the bottom of lower spar at 41" (from the front of the cleat to where the front end of the cap meets the spar.)
- 11' of 3mm spectra line for the cunningham
- 32' of 7mm Mainsheet and a 019 Harken ratchet
- 25' of 5mm spectra core for the halyard
- Manufacturer supplied padded hiking strap with polyester line attachment
- 32 sail ties 11"x2mm spectra and sail clips (optional use)
- 4 corner ties 20" x 2mm spectra
- 7' of 6mm shock cord for centerboard

Competitor may provide the following personal effects:

- Mainsheet
- Jens line and / reefing line
- Mainsheet block
- Mainsheet cleats removable, no holes and consistent with Charter Agreement
- Tiller extension with universal accepting RWO or similar size fitting.
- Personal line for securing and raising hiking strap
- Mainsheet hanger or line/tape equivalent
- Wind indicators / telltales,
- Thimbles in line purchases per class rules
- Compass and/or stopwatch secured with tape provided in accordance with Charter Agreement
- Taping spars or tiller for securing fittings or halyard

Competitors will be allowed to use Teflon or McLube spray only on spars, sail ties and sail controls. Other actions: Use of anything (e.g. Teflon tape, Velcro) in the centerboard trunk or mast step, application sealants or anything other than soap on the hull or blades is not allowed.

15) LODGING: The host hotel is the Beautiful Charleston Harbor Resort and Marina at 20 Patriot's Point Road, Charleston, SC 29464. Phone 843-856-0028 or 888-485-0136 (toll free from US). http://www.charlestonharborresort.com Fifty rooms will be reserved for competitors until August 31, 2006 at the discounted rate of $139 + 11.5% tax. Since rooms are limited early reservations are recommended. Specific Sunfish Worlds. Other lodging opportunities will be available at the regatta website.

16) REGATTA CONTACT AND INFORMATION: For latest information see http://www.sunfishworlds2006.com or contact Rose Rowland at rhrowland@aol.com.
The Sunfish Class is alive and well. The International Masters and Midwinters, held in March, drew large and competitive fleets. Congratulations to Todd Edwards and David Mendelblatt who won the respective events. And kudos to Davis Island Yacht Club and Melbourne Yacht Club, who hosted the events. The Masters had entries from the usual three to four countries, a few short to call it a truly world event. A suggestion has surfaced to hold the International Masters Championship at the same venue as the Worlds, with the hope that sailors from more countries would compete. The same boats could be used by both the masters and worlds competitors, thus making logistics simpler than to have two separate, standalone, events. This idea will be discussed at this year’s Advisory Council and World Council Meetings in Charleston. If anyone has thoughts on the subject, or any other, please communicate them to your class representative.

Moving on to the practical aspect of sailing and racing the Sunfish, several sailors have asked me to explain the adjustable boom vang I have been using for several years. Having the ability to adjust the vang, to increase or decrease the amount of bend in the lower and upper spar, can be an advantage as winds change in velocity on the race course. Generally, in overpowered conditions, you will want to bend the boom by tightening the vang (or gooseneck) while going upwind to depower the sail and loosening it to power up the sail in lulls or when going off the wind.

Most sailors will adjust their vangs before the race and, without a way to easily change the adjustment, have to leave it in the preset position for the duration of the race. My vang can be put on with a pull of a line, and released at will, using the same line. The vang can be adjusted during the race even when hiked out.

The diagram below explains how it works. You must use a small diameter, slippery line which doubles as the halyard. One-eighth inch Spectra works well. It needs to be 35 feet long. Attach one end to the upper spar and raise the sail. Cleat the halyard as you normally do. After cleating it, pass it through the deck eye and around the gooseneck, then back through the deck eye, but do not recleat it. This is where the adjustable vang comes into play. Just follow the diagram to set it up. Use ‘truckers’ knots, which can be easily pulled out (undone), making it easy to de-rig.

Step 1. Take the free end of the halyard, lead it aft and place a “truckers” knot just aft of the spray rail.

Step 2. Push the free end of the halyard through the main sheet block eye strap. Secure it with two half hitches, leaving a short loop near the eye strap.

Step 3. Lead the free end of the halyard forward and through the “truckers” knot in step 1. Make another “truckers” knot where it comes through.

Step 4. Lead the free end aft, through the loop from step 2, then forward through the “truckers” knot which you made in step 3.

Step 5. Finish the adjustable vang with a loop to use as a hand hold.

To tighten the vang, just pull the line. It has a 4:1 mechanical advantage. To loosen the vang, pull sideways on the last two purchases of the line (between number 1 and number 2 on the diagram) to make it release. The friction in the line holds it in place. It is like self-cleating.

You might not want to rig this vang system for every race, but if you expect wind, it can be very helpful.

Good sailing,
Dick Tillman
Jimmy Greenfield Wins in PA Championship

Following a year when a hurricane aftermath closed the park and prevented the September annual event at the lake at Marsh Creek State Park, only 12 boats showed up for this year's races held September 24, 2005. But what we did not have in quantity was compensated by quality.

Sunfish powerhouse and national title holder Chris Williams topped the marquee followed by Jimmy Greenfield who has been very sharp over the past two years. Joined by a number of other recent regatta winners, the six race, one throw out series was closely fought with no dominant performances. Jimmy Greenfield topped the fleet with his usual consistent finishes. Chris Williams and Bill McLaughlin finished tied in points at 11 but Chris won the tie-breaker with two firsts. Susan Huffington finished fourth and took top female honors. The next Pennsylvania Championship will be held September 23, 2006.
-William L. McLaughlin

Pennsylvania Championship
Marsh Creek State Park
Sept. 24, 2005

1 Jim Greenfield 10
2 Chris Williams 11
3 William McLaughlin 11
4 Susan Huffington 22
5 Walt Bartoshesky 28
6 Paul Magnani 31
7 Sally Rusk 32
8 Scott Klawins 36
9 Rancy Blough 36
10 Bernie Klawins 37
11 Ed Wagman 38
12 Mike Gillin 58

www.sunfishclass.org

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Regional News

Norton Victorious in Wolf Lake Double the Fun Regatta

The 2005 “Double the Fun Regatta” included two classes of boats, with 11 Snipe and 17 Sunfish competing. The races were separated by staggered starts with the Snipe starting first, then Sunfish. Both Saturday and Sunday race days were sunny, with the wind on Saturday primarily from the East South East but becoming variable to the West later in the day. Sunday’s wind was again variable, South to Southwest.

Focusing on the Sunfish sailors, Saturday began with winds from 3-10 MPH for the first race, a variable 0-8 MPH for the second race, and a very difficult 0-5 MPH for the third race. All three races on Saturday were 3-leg windward leeward courses. First place finishes were shared in order by Dan Norton (Manitou Beach, MI), Andy Zeigler (Chelsea, MI), and Bob Findlay (Glencoe, IL).

The third race will be remembered more for endurance than real sailing skills. The time limit for the first boat to finish was two hours, and Bob Findlay made it with a mere two minutes to spare. This dashed the hope of many that the race would need to be abandoned by the Race Committee. As luck would have it, the last three boats did not cross the finish line within 30 minutes of the first place boat, and according to the rules were scored Did Not Finish (DNF).

Plenty of food added to the relaxing time to visit over the events of the weekend. Special thanks was given to Kendra Lyke, and to all in the kitchen who helped. Special thanks was also given to the race committee headed by Pat and Duain Olney, and other members of the Club for their support. Even with the light winds on Saturday, the fourth “Double the Fun Regatta” was declared a success, and we are looking forward to next year’s thirtieth (31st) Wolf Lake Open Regatta.

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Wide Open Regatta: Paul Harrington (84609), Ray Steely (57925), and Andy Zeigler (44957) head up the course. (Photo: Kathy Zeigler)

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Windward Leg - Issue 2, 2006
Sunfish Siblings Take Top Honors

During the 2005 sailing season, Foster Marshall (12) and his sister, Wiley (14), of St. Helena, SC decided to sail at as many regattas as financially possible.

To help, their home club, the Beaufort Yacht and Sailing Club (BYSC) of Beaufort, SC allowed the loan of club boats and a trailer for their use. When other club members were using the trailer, the Marshalls would load the two Sunfish onto either side of the console in their Boston Whaler and trailer the boats to a regatta. The club’s sails and spars were older, so the children asked for an early Christmas gift. In addition, they asked Santa for their own memberships to the USSCA so they could get sail numbers.

With all of that done, they competed every weekend for eight weeks in the Midget Fleet at the BYSC spring series. Foster finished in first place and Wiley was third. Foster was also awarded the Outstanding Junior Sailor at BYSC and Wiley won the first annual Ladies Club Championship.

The duo then went on to sail these regattas: Southeast Regionals (James Island YC), Foster, 2nd and Wiley, 5th; Junior Olympics (Savannah YC), Foster, gold and Wiley, silver; Savannah Leukemia Cup (Savannah YC), Foster, 3rd and Wiley 4th; Ft. Meyers River Romp & JO, Foster, 1st Midget and Wiley, 3rd Junior and 5th overall; Midlands Regatta (Columbia SC), Foster, 1st Midget and Wiley, 1st Junior.

The South Atlantic YRA (SAYRA) series started just as the club series ended, and the Marshalls competed in all eight regattas. Foster was awarded first place in the Midget Fleet. Wiley finished 4th in Midgets and 4th in Juniors (her birthday was in the mid season). The nicest reward was that out of all the juniors competing and qualifying in all boat classes, both the top male and female junior skipper honors were awarded to the Marshalls, who sailed the series exclusively in Sunfish.

The Marshalls hope to attend more regattas in 2006. The youngest, Elise, will be starting in the Opti class, but can’t wait to weigh enough for the Sunfish. They will all enjoy the family time together and the hospitality shown by club members everywhere.

- Erika Marshall

Wiley Marshall (left) and her brother Foster Marshall (above) at one of the many competitions they sailed last year in the Southeast region.

(Photos: Erika Marshall)
Features

Keeping Score During Your Club’s Racing Season

By Leland Brode

As the racing season gets underway, this is an excellent time to review scoring strategies for your summer fleet racing. This article appeared last year and is published again with a few updates.

Providing fair and prompt standings throughout the season will keep your racers interested and involved. A weekend regatta is a straightforward affair: decide how many races make a regatta, and how many throwouts to allow, if any. I have always felt that throwouts are not appropriate for regattas. If you have a bad race then that should be included in the standings. In baseball if you strike out, then you’re out. On the other hand they do give you three attempts to take a swing. The true usefulness of throwouts in sailboat racing is for scoring a whole season. Seasonal scoring requires some fine tuning in order to deal with a long season which includes vacations and mowing the lawn activities which can get in the way of participating each and every weekend. A system is needed which will reward the winners, encourage participation, but also allow for an occasional absence from the starting line without a severe penalty.

At the Lake Bluff Yacht Club where we race Sunfish on Lake Michigan every Sunday from Memorial Day through mid-October, we have fine-tuned the Low Point scoring method to meet the above needs. With 40% throwouts you can take a few days off without jeopardizing your standing. We also require that a sailor participate in at least 30% of the races in order to be included in the final standings at the end of the year. This ensures that a few good wins and then a long absence will not walk away with the trophies. The participation percentage is not as important for the Low Point method as with other methods described below; however it provides an additional check and balance in establishing fair standings. We have also broken up the season into a summer series and a fall series. This allows a sailor who did not do as well as he/she would have liked in the Summer to start over from scratch in a new series without waiting until next season, and improves attendance during the Fall when the weather may otherwise discourage participation.

Following is a review of how these issues are affected by various scoring methods including the Low Point system which we use.

The Low Point scoring method is the most widely used. It awards the winner his place in points - first gets 1 (previous custom awarded ½ pts), second gets 2, and so on. Non-participants receive a DNC (Did Not Compete) with a penalty based on 1 or 2 points added to the number of boats in the fleet (or the number of starters in a race). So participation is obviously encouraged in order to avoid penalty points. However without throwouts, taking a day off could quickly move you down in the fleet standings. One solution is to talk your nearest competitor into taking off the same day as you. A better approach is to establish ahead of time how many throwouts will be allowed throughout the season. In this way your worst scores, which will include those high scoring DNCs, will be thrown out. As I mentioned above we have found that 40% works well for our fleet. We have rescoped the fleet with throwout percentages ranging from 25% to 50% and the standings did not change significantly.

The High Point method is my favorite scoring method because on the surface it appears to meet all the requirements mentioned above without much fine tuning required. However it is not as widely used as Low Point, or as well understood. The method is upside down compared to Low Point. The winner receives the most points, not the least points. Points are based on how many boats you beat, on the theory that it is harder to win a boat race than a 10 boat race. If 10 boats start, then the winner gets 10 points, second place gets 9 and last place gets 0 points. Adjustments can be made to ensure a starter gets more points than a non-starter by adding a Finish Bonus: the winner in the 10 boat race gets 11 and last place gets 1 point. A Finish Bonus of 2 would allow for penalties: a DNF gets 1, DSQ gets 0, DNC gets 0 and so forth. This method definitely rewards doing well and rewards participation. If you race, then you get points. If you don’t race, you don’t earn points. Setting up a throwout percent won’t improve your score by taking away the 0 score for your missed races. This still leads to the fact that if you don’t show up you fall further behind the sailor who shows up for every race. Throwouts probably don’t make sense for the High Point method since it would reduce, or worsen, the score of someone who showed up for every race by taking out some of his races. So in summary the High Point method is appropriate if you are looking for a pure participation and merit system.

The Low Point Average method is a variation of the Low Point method and is the second most widely used. This method calculates scores in the same manner as Low Point, a first gets 1, second gets 2 and so on. The final score is simply the average points earned divided by the number of races started for that sailor. The non-participant is not scored or included in the average. This takes care of the vacation issue since non-starters are not included in the average score. One flaw in this method is that a good sailor can attend one race, win, and obtain an average score of 1. He can stay home the rest of the season confident that his score cannot be beaten. The solution to this problem is to require participation in a

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Keeping Score During Your Club’s Racing Season (continued from page 32)

certain percentage of races in order to be included in the final standings. While throwouts are not necessary to help the vacation issue (non-participants are not counted), throwouts are still useful if you wish to eliminate a number of the worst finishes. In summary this method takes care of the vacation issue as long as you require a reasonable level of participation.

There are additional scoring methods which deserve mention, however they are variations on the methods described above and do not provide any additional benefit for the participation and vacation issues.

High Point Average: This is similar to the Low Point Average method except that the average is applied to the High Point score. An additional variation on the High Point method is the High Point Fixed method which allows you to establish a fixed number for winning points, and all other finishes count down from there. This number would typically be larger than your expected number of boats for the season. In this way a winner will always receive the same points no matter how big the fleet is on any given day, thereby eliminating the bias of receiving more points in a larger race.

The Bonus Point method, formerly called the Olympic Method, is described in the Racing Rules book along with the Low Point System (Appendix A). This method is based on the Low Point method with the following modification points for the top six finishers are spread out providing a bonus on the theory that it is more difficult to finish in the top six. The winner receives 0 points, second 3 points, third 5.7 points, fourth 8 points, fifth 10 points, and sixth 11.7 points. The seventh place and above receive 13 points, 14 points and so on. The participation and vacation issue are exactly the same as with the Low Point since this is basically a modified Low Point system. The Bonus method does not make sense unless your fleet is large enough to make placing in the top six a real challenge.

All the above methods and more, such as the “Cox Sprag” method, are described in detail in a now out of print book “Yacht Race Scoring”, by Gregg Bemis. If you run across a copy, grab it. I spent many hours studying this excellent source as I pieced together the Race Log scoring program in order to ensure its accuracy. This program and many other fine programs handle most of the issues discussed above.


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Sunfish Back in US Sailing Single-handed Event

By Clinton Edwards

I attended the US SAILING meeting in March in Chicago. It was the same weekend as Midwinters and the weather just wasn’t quite the same. At this meeting I accomplished my goal of putting Sunfish back into the rotation for US SAILING Single-hand Championship. I have been working on this project for the last two years.

The first year for Sunfish will be 2008. The most likely area will be on the East Coast. Vanguard will supply the first sixteen boats. Any boats after that will be bring your own and all boats will be subject to measurement. More information on this championship can be found on the US SAILING website. Interested clubs please contact me or US SAILING for a bid package and to submit a bid. We need to make a big impression, so everyone please participate in your area’s quarter or semi-finals to qualify for this ladder event.

Also at this meeting, I was elected (volunteered) as Chairman of the Youth Committee. This is an interim position until elections are held in October at the next meeting. Just to let you know, US SAILING has re-organized.

Windward Leg

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Fishing for Gear, Sails, and Parts!

It's spring and sailing is getting cranked up in the Gulf South despite Hurricanes Katrina and Rita. Those of us fortunate to still have a Sunfish are going sailing.

Twenty of the Gulf Yachting Association's (GYA) clubs were completely destroyed or significantly damaged by last year's hurricanes. These clubs have been vital to the strength of the Sunfish fleets in the South. Several National regattas have been hosted on the Gulf Coast. The Sunfish that dot the coast's beaches and yacht clubs' dry storage have been the means to introducing hundreds to the pleasure and challenge of our sport.

Before my road trip to the Midwinter's, it was brought to my attention by the Commodore of the GYA that many of the clubs and their members had managed to salvage their Sunfish hulls but all of their gear was lost. These many Sunfish sailors, especially juniors, who have salvaged only their hulls, are in dire need of spars, masts, rudders, centerboards, sails, clips, lines, etc. Some sailors with salvaged hulls and are looking for parts so they can participate in weekend regattas, others just need a means of escape. Yacht clubs are trying to build fleets as a way to keep their juniors involved and active. I mentioned this at the International Masters and Midwinter's and donations started showing up at my trailer. To my friends that have helped in my cause, THANK YOU from the bottom of my heart. Distribution of these donations has already begun!

I write this article to ask the whole class for their support in getting these juniors and the sailing programs in which they participate restarted. If you have any spare parts that you can donate, either by shipping them directly to me or bringing it to the North Americans, it would be tremendously appreciated.

If you wish to make a monetary donation to the GYA Foundation/Sunfish, it is tax deductible. Donations can be sent directly to me as well and I will use my discretion to complete rigs and gear as needed. It is essential that the word Sunfish appears on the check in order for the funds to reach the Sunfish class/fleet.

After a hurricane Gilbert slammed Mexico there was a clothing drive at Southern Yacht Club. We filled two containers. The next time we raced to Mexico and enjoyed the hospitality of our Mexican hosts, we started to notice familiar T-shirts, topsiders, etc. on the locals. What a great feeling to have helped.

The next time you come to the South, maybe your old sail number or centerboard may be beside you. Here is an opportunity for the Sunfish family to help out. Thank you again.

- Todd Edwards

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