Cordero Wins 2009 USSCA Midwinter Title

Beautiful, sunny weather and temperatures in the mid 80's welcomed sailors for the first day of racing at the 2009 US National Championship at Midwinters, held March 19-22, 2009 in Clearwater, FL at the Clearwater Yacht Club.

On the first day, eight-time World Champion Eduardo Cordero (Birmingham, AL) flexed his muscles with a dominating performance to post scores of 1-1-2-1. He was closely challenged in every race by David Mendelblatt (St. Petersburg, FL), who had consistent scores of 2-3-3-2 and sat in second place. Former World Champion Paul Jon Patin (Forest Hills, NY) ended the day in third. Patin passed Cordero on the final downwind leg of race three to become the only person to beat him that day.

The second day of the 2009 Midwinter Championship was basically a two-man show. While many of their competitors found themselves deep in the fleet at times, Cordero and Mendelblatt remained the only sailors with all top five finishes. At the end of the day, they were separated by five points and had further distanced themselves from the chase group.

The day started with an ENE breeze at around 10-12 kts. Many of the top competitors favored the right side of the course as the puffs seemed to be stronger near the shore. As the day progressed, the breeze dropped, and by the end of the third race, there was very little to be found. The fleet stayed on the water and waited for the northwest breeze to fill in. After an hour-and-a-half delay, the final race of the day started in a 12 knot NW breeze with good wave action.

The final day of racing in Clearwater was a battle between Cordero and Mendelblatt for the title. It has been said that champions rise to the top when faced with adversity. Both Cordero and Mendelblatt did this. Despite finding themselves deep in the fleet at times, both competitors kept their cool. They both used heads up sailing in puffy conditions to come back in the races. However, Cordero was not to be denied and bested his talented rival in each of the first three races to secure the title. Donnie Martinborough (Nassau, BAH) continued his ways of the weekend prior at the International Masters and was awarded the Top Master. Kathleen Remmer (Sayville, NY) was the top "Opposite Gender" and finished ninth overall. Finally, Puerto Rico's Fernando Monlor was the top junior and served notice that he will be a force to be reckoned with in the future!

Plan Now to Attend 2009 USSCA North American & Junior Championship

The 2009 Sunfish North American & Junior Championship will be in historic Charleston, South Carolina (USA) at James Island YC. The James Island YC has a long history with the Sunfish Class. They last hosted the North American Championship in 1994.

Charleston is a family-friendly tourist destination, with a large number of hotels, inns, and charming bed and breakfasts. The city proper offers a rich history with multiple museums, a large number of award-winning restaurants and quality shopping. Read more about the city's tourist attractions at the Charleston Visitors Bureau. The Charleston area is also known for its great golf and beautiful clean beaches. On the final day of the regatta, the tall ships participating in the trans-Atlantic challenge race will arrive in Charleston Harbor.

Charleston is one of only two stops in the continental United States.

Plan your vacation now. You will not want to miss this regatta! Please see the NOR and lodging details inside this issue of Windward Leg for more information.

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Letters to the Editor

Happy 50th Anniversary to Peg and Terry Beadle

The Sunfish Class sends congratulations to Class supporters Terry and Peg Beadle, who celebrated the 50th anniversary of their June 21, 1958 marriage.

Their family gathered for a getaway to the Great Wolf Lodge in Traverse City, MI, including side trips to wine country and a tall ship cruise, too. Their family includes son Kevin, his wife Donna, and their son Dylan; their middle son Kirk, his wife Suzanne and their children Kyle and Sarah; and their son Tom, his wife Deanna and their children Jonah, Grace, and Aidan. All three sons have raced Sunfish from time to time. Kirk’s family remains active in the Greater Detroit Sunfish Club, Fleet #50.

We wish them many happy returns.
Gail Turluck and Kirk Beadl e

Appointment of Santana to ISAF Council Member

Dear Friends:
The best wishes of good winds in 2009 for you and your families!! Just wanted to share that today I was finally appointed as a member of the ISAF Council. This will give us the opportunity to project the Sunfish Class in other regions of the World, which is perfect with the new structure of LaserPerformance. Here is a copy of the letter received.

There is a lot to do ahead ...

Regards,
Andres Santana
ISCA President

Appointment of Council Member Group O: Based on the nominations received from the ISAF MNAs in Group O for the Casual Vacancy, I confirm that Mr Andrés Santana (DOM) has been appointed as a Council Member for the next term through until November 2012.

Yours sincerely
Jerome Pels
Secretary General
International Sailing Federation

The Beadle family enjoys their 50th Anniversary party: (back row, L-R): Dylan, Kevin, Terry, Kirk, Kyle, Tom; (front row, L-R): Donna, Peg, Suzanne, Sarah, Jonah, Grace, Aidan, Deanna. (Photo provided by Kirk Beadle.)

New Sunfish Class Flag Available

The Sunfish class flag has been updated and is now available for purchase.

The new flag features a red Sunfish on a white background and is being produced by North Sails. The flag measures 24”x32”, same as the previous class flag. It replaces the black Sunfish on a yellow background flag that we have used in the past. The colors were changed because of a possible conflict with a signal flag.

If you would like to purchase a new class flag, please contact the USSCA Class Office at SunFishOff@aol.com

Shipping cost will be determined by your location.

Terry Beadl e
Sunfish Class Administrator

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

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Windward Leg
Editor: Peggy Malecki Irwin

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

Informative articles of interest, features, photos, and all regatta results are encouraged. For results, include in finish order: full name, hometown, club affiliation, race-by-race complete finishes, final scores, and a wrap up including weather conditions and social aspects. Please clearly identify the content of photos and to whom credit should be given.

Send to (email preferred): Peggy Malecki Irwin
570 Skokie Ave.
Highland Park, IL 60035
peggymalecki1@comcast.net
847-780-4747 ph/fax

Submission deadlines for future issues are:
Summer 2009: June 30, 2009
Fall 2009: September 15, 2009
Attention Junior Sunfish Sailors Worldwide!

You are all invited to apply for participation in the second International Junior Sunfish Championship. This exciting event will be held in Nassau, Bahamas on October 15, 16 and 17, 2009.

Last year’s event attracted 12 sailors from seven different countries. The level of competition was outstanding and this year should be no different. Racing will take place over two days and sailors who qualify for the senior World Championships are encouraged to stay for the rest of the week. This should be an incredible experience that will allow you to sail against some of the best juniors in the world, meet new people, make new friends and have a great time!

All sailors who will not have reached 19 years of age in 2009 are eligible to compete in the regatta. Applications should be made through your country’s National Association. See the abbreviated Notice of Race for details. The complete notice can be found online at http://sunfish2009.nassauyachtclub.org/blog/blog1.html.

If you have any questions, please feel free to contact me at sail59541@comcast.net. I hope to see many of you there!

-Rich Chapman

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2009 International Junior Championship
Nassau YC - Bahamas
October 15-17, 2009

The Organizing Authority: ISCA, LaserPerformance and the Nassau Yacht Club

Notice of Race

Please note that this is an abbreviated NOR. The full NOR may be downloaded from http://www.sunfishclass.org

RULES - The regatta will be governed by the rules as defined in The Racing Rules of Sailing 2009-2012, and the Sunfish Class rules except as modified by 17 (Equipment) and by the Charter Agreement, Addendum 1. Please see http://www.sunfishclass.org/ for the appropriate BSA prescriptions also in effect.

ELIGIBILITY AND ENTRY - Each competitor shall be current year (2009) member of his/her respective country’s Sunfish Class Association. Competitors must not have reached their 19th birthday during the 2009 calendar year. Sailors shall be current members of their National Authority (MNA). Entries shall be limited to 20 competitors. Please see http://www.sunfishclass.org/ for a full description of eligibility and qualifications.

ADVANCE REGISTRATION: Competitors shall register by completing the enclosed entry form and charter agreement and sending both documents with the appropriate fees to: ISCA, PO Box 300128, Waterford, MI 48330-0128 USA. +1 248 673 2750 tel/fax sunfish2009@sunfishoff@aol.com

FEES: There will be a $85 USD entry fee per competitor. Competitors participating in both the Junior Championship and the World Championship shall pay a one-time charter fee of $250 USD. Competitors participating in the Junior Championship only shall pay the same fee. A $150 USD damage deposit that will be refunded upon check in of the charter boat in satisfactory condition is required. Participants may not provide their own boats. If checks are used, the $150 USD damage deposit must be paid with a separate $150 USD check. Entry and charter fees are NON-REFUNDABLE unless all 20 spots are filled by the date of the regatta. All entry fees to be refunded are subject to a 10% administrative fee.

SCHEDULE
Thursday Oct-15
0900 1800 Check-in & boat set-up
Friday Oct-16
1000 First Warning Signal of the day, Apres-sailing refreshment
Saturday Oct-17
1000 First Warning Signal of the day
1900 Prize Presentation

SAILING INSTRUCTIONS - The sailing instructions will be available at the Check-in desk at NYC.

VENUE - The racing area will be east of NYC on ‘Montagu Bay’.

THE COURSES - The courses to be sailed will be a Windward-Leeward or a Windward-Leeward-Triangle.

SCORING - Six races are scheduled, of which one is required to constitute a series.

PRIZES - Prizes will be given as follows: Top five finishers as well as the top midget and the top opposite sex.

ACCOMMODATION - Special pricing has been arranged with local hotels. Please refer to the list available at http://sunfish2009.nassauyachtclub.org

NO camping facilities will be available. For housing on a first-come, first-served basis, please contact housing@NassauYachtClub.org

CHARTER BOATS - Charter boats will be available to competitors for rigging and practice sailing upon completing the registration at the Check-in desk at NYC. Returning and having boat inspected, boxed and loaded into the containers will be the responsibility of the competitor. Please see http://www.sunfishclass.org/ for a list of charter equipment and allowable personal equipment.

FURTHER INFORMATION - For further information please contact: The Nassau Yacht Club +1 242 393 5132 tel. PO Box N-752 +1 242 393 8184 fax East Bay street, Nassau Bahamas www.NassauYachtClub.org, email Sunfish@NassauYachtClub.org

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2009 Sunfish World Championship
Nassau - Bahamas
October 16-24, 2009
Organizing Authority: ISCA, LaserPerformance and The Nassau Yacht Club (NYC)

Notice of Race


RULES - The regatta will be governed by the rules as defined in The Racing Rules of Sailing 2009-2012 and the Sunfish Class rules except as modified by 17 (Equipment) and by the Charter Agreement, Addendum 1. More details online.

ADVERTISING - This regatta is classified as Category C.

ELIGIBILITY AND ENTRY - The regatta shall be limited to sailors qualified per 2008/2009 ISCA & USSCA Notices found in the 2009 Regatta Schedule. Sailors shall be current members of their National Authority (MNA). Entries shall be limited to 72 competitors with 10 entries initially available to the Bahamas Sailing Association. Eligible entrants will receive an invitation by mail. Entrants who accept the invitation shall register by submitting Entry Form Addendum 2 and the Charter Agreement Addendum 1 to the Class Office along with non-refundable $250.00 USD charter fee, the $290.00 USD registration fee plus the $150.00 USD refundable damage deposit by the date specified in the invitation for a total of $690.00 USD. If checks are used, the $150 damage deposit must be paid with a separate $150 USD check. Eligible entrant may use a cheque or credit card to pay their non-refundable boat charter fee and registration fee. Cheques should be made payable to “ISCA” and must be drawn on a U.S. bank. International Sunfish Class Association / PO Box 300128 +1 248 673 2750 tel/fax / Waterford, MI 48330-0128 / SunfishOff@aol.com

Fully paid entries will be accepted in the order they are received. If 72 entries have not been received by Aug-16, 2009 (60 day cut-off date for Worlds’ deposits) any unallocated boat may be filled from a pool of ISCA members whose entry form (completed as an application for selection) has been received by the Class office. More details online.

SCHEDULE
Friday Oct-16
1200  1800 Check-in & boat set-up
Saturday Oct-17
1000  1800 Check-in & boat set-up
Sunday Oct-18
0900  1700 Check-in & boat set-up
     1330 Practice Race
     1600 Advisory Council Meeting
     1800 Opening Ceremonies
Monday Oct-19  Friday Oct-23
     1000 First Warning Signal of the day, Après-sailing refreshments
Wednesday Oct-21
1900 World Council Meeting
Thursday Oct-22
Spare/Lay
Saturday Oct-24
0900  1700 Boat return
     1800 Dinner and Award Ceremony

SAILING INSTRUCTIONS - The sailing instructions will be available at the Check-in desk at NYC.

VENUE - The racing area will be east of NYC on ‘Montagu Bay’.

THE COURSES - The courses to be sailed will be a Windward-Leeward or a Windward-Leeward-Triangle.

SCORING - 10 races are scheduled, of which 3 are required to constitute a series. More details online.

PRIZES - Prizes will be given as follows: Top ten finishers, highest placed lady, highest placed junior, highest placed master (40+) and highest placed grand-master (60+). In addition the top three juniors will receive a surprise award sponsored by ISCA.

ACCOMMODATION - Special pricing has been arranged with local hotels. More details online.

CHARTER BOATS - Charter boats will be available to competitors for rigging and practice sailing upon completing the registration at the Check-in desk at NYC. Returning and having boat inspected, boxed and loaded into the containers 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. Failure to comply will result in forfeiture of the damage deposit.

EQUIPMENT - Details online concerning charter and competitor-supplied equipment.

FURTHER INFORMATION - For further information please contact: The Nassau Yacht Club +1 242 393 5132 tel./ PO Box N-752 +1 242 393 8184 fax / East Bay street Sunfish@NassauYachtClub.org / Nassau Bahamas www.NassauYachtClub.org
Andrey Quintero Captures South and Central American Title

Adapted from www.sunfishclass.org

Andrey Quintero of Colombia won his first Sunfish South American title. In route to the victory, Quintero topped 24 competitors from six countries. The races were often contested in extreme conditions with winds averaging 20-25 knots and waves an average of two meters.

The Sunfish South American Championship was hosted at Manta, Ecuador from October 26 - November 1, 2008. 24 Competitors from Colombia, Venezuela, Peru, Bermuda, Dominican Republic and Ecuador took part in the annual event. The opening ceremony took place at 20:30 hours with the presence of the local authorities. Manta has great sailing conditions and all competitors were exited with the excellent organization prepared by the host.

Bermuda's multiple World Champion Malcolm Smith was second. Local favorite Gabriel Moran finished third. The top five was rounded out by 2008 Sunfish World Championship runner up Marx Chirinos of Venezuela, and Willo Capeletti of Peru.

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Photos courtesy of Andrés Santana.
More event photos at http://photos.sunfishclass.org/displayimage.php?
Donnie Martinborough Wins Masters International Championship

This is the Unknown Master reporting on the International Masters Championship which started on Friday March 12, 2009 at Davis Island YC in Tampa. A total of 56 sailors showed up from the US, Canada, Bahamas and possibly elsewhere. Several other skippers showed up but had forgotten to hitch their trailers to their cars before leaving home and therefore were without their boats (ha ha, just kidding, we are not THAT old).

On Friday we headed out to the course for a 1pm start, delayed from noon waiting for the southerly to fill in. The course was scheduled to be four legs - a windward leeward finishing just after the leeward mark. After a fairly normal first trip around the course, the wind died, as in dead. Boats were just coasting, and the committee signaled a shortened course finishing at the weather mark. However, with Donnie Martinborough (Nassau, BAH) about three minutes from the finish, and Tom Whitehurst (Pensacola, FL) hot on his heels, the committee abandoned the race (there were still about 40 minutes to go until the time limit expired.)

We then waited for the wind to come back. The committee flew code flag N, signaling nap time for the competitors. After floating around until a little after 4pm, we were sent in for the day.

Saturday featured four races. The first two were again in light air. Martinborough won both of them. The Z flag was needed to restrain the eager fleet after two general recalls in the first race. The second was shortened at the weather mark due to the breeze just fading away. Linda Tillman (Merritt Island, FL) led most of the way around, but Martinborough rained on her parade and passed her on the second weather leg. We were then served lunch, and the committee thoughtfully passed out Geritol to those in need. However the wind did not pick up much, and the committee sent us in to nap onshore and await the return of the breeze.

Fortunately, the wind soon returned and we headed back out. We actually had to hike, which was a pleasant change from being cramped in the cockpit in drifting conditions. Chris Williams (Philadelphia, PA) and Anne Edwards (Baton Rouge, LA) took off to the left side of the course, while most others went right. Williams led until the second weather leg, when he suffered a rather severe senior moment and headed to the weather mark of the wrong racecourse (a Fireball regatta was also being held at DIYC.) This enabled Edwards to win in a horizon job, while Martinborough finished second, and Williams third.

The fourth and final race of the day was the opposite of the third, with the right paying off. Joe Blouin (Tampa, FL) and Bill McLaughlin (Westchester, PA) immediately tacked to port and motored right. McLaughlin led around the weather mark, but Blouin got by him downwind and won the race.

After Friday's four races, Martinborough was first, Edwards second, and if my fading memory serves, Whitehurst was third.

I can't provide too much detail on what happened at the front of the pack on Saturday, as I was better positioned to report on the back of the pack.

The first race started at 10am after one or two general recalls, and generally featured lighter wind and the need to induce some heel to get thru the chop. Whitehurst won, with Rita Steele (Sarasota, FL) hanging tough, being as high as second, but ultimately finishing the race fifth.

As became the custom at this regatta, the wind really died at the end of the first race, and we waited about an hour for enough breeze to get going again.
### 2009 Masters International Championship

**Davis Island YC Tampa, FL**  
**March 12-15, 2009**

**All Competitors**

<table>
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<tr>
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<td>Chris Williams</td>
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**World Regattas**

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**Subgroup 60-69 Series Summary**

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**Windward Leg - Issue 1, 2009**

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<td>Jim Hoffman</td>
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<td>9</td>
<td>Robert (Bud) Narveson</td>
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Data Source: [International Championships](http://www.sailing.org/)

World Regattas: [Sailing-News.com](http://www.sailing-news.com/)
The sailors gathered on Sunday morning around 10am on the beach strip next to Havena, Surfside. Three races were held with the first one in fairly good conditions. Winds were approximately 15 knots as the fleet started on the water just behind the start of the airport runway. From here the sailors headed into the lagoon along the runway tip. The second race started in rain and whereas winds were fairly strong at the start, they soon dropped after the rain.

The second race started in rain and whereas winds were fairly strong at the start, they soon dropped after the rain. The sailors encountered rain followed by severe winds. The races saw a neatly finished daggerboard with engraved plates of each year’s winner. Second this year was Robert-Jan Moons and third was Theo Poiesz.

The ranking list of the Sunfish Club was won this year by Robert-Jan Moons who manifested himself as the most consistent sailor, followed by Theo Poiesz (second) and Richard van der Wal (third). In addition to the championship, the ranking list also entailed the other friendly- and the long distance races. The “Wisselstroop” trophy (an encouragement prize) was allocated this year to the ladies duo of José Dassen and Jacoby Olree. The ladies joined late in the year but certainly made a strong impression!

Reflecting on the past year of 2008, everyone agreed that it had been an active one. A total of more than 20 sailors participated throughout the year. Besides the competition several sailing trips were also held this year, for example from Oranjestad to the Marines Camp (May 1) and a Moon Light sailing trip (April 19). The most intense event of the year was undoubtedly the sailing trip from Oranjestad to De Palm Island March 2. On this day winds reached over 25 knots and it took the sailors two hours to scramble to De Palm Island versus just 45 minutes on May 1 in calm weather. Also by contrast, several races were held in extremely light weather such as on September 21.

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Martinborough is Tops at Terry McCoy Regatta

Donnie Martinborough won the second edition of the Terry McCoy Memorial Sunfish regatta with a perfect score of five points after six races and a drop. PB Wasitsch took the second place and Fernando de Cardenas finished third. First lady was Lori Lowe and top junior was Brent Jerome "BJ" Burrows II.

**Terry McCoy Sunfish Regatta**
**Nassau YC - Bahamas**
**November 8-9, 2008**

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Terry McCoy Regatta Winners (L-R): Fernando de Cardenas, 3rd; PB Wasitsch, 2nd; Donnie Martinborough, 1st. (Photo: Robert Dunkley)

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Windward Leg - Issue 1, 2009
News from Peru

Zimmermann Wins YCA

Opening what seems to be a difficult year not only in terms of economics but also in terms of wind conditions so far, was the Yacht Club Ancon 2009 Regatta, hosted by the YCA in Ancon, a nice sea resort just a few miles north of Lima where the Peruvian Sunfish fleet shared with the large J-24 fleet. Ancon was the venue for the 2000 Sunfish South American & Caribbean Championship and also for this year’s Formula Festival Windsurf World Championship held in January. It was a great challenge for all the participants while they struggled with very light winds that made possible just to complete one race on Saturday January 17. On Sunday the weather didn’t look better either, and the decision was taken to complete only the remaining races to have a valid event, so everyone got in the water to complete the only two races that could be completed. After shortened courses and winds that didn’t go over five knots, rare to this sailing venue in January, the overall leader was Alex Zimmermann, followed by Willo Cappelleti in second place while in the Youth division, Rodrigo Arca was the winner.

- Estuardo Desmaison

Campeonato Comision Sunfish 2009
Bahia de Chorrillos - Peru
7, 8 de Febrero Del 2009

| 1 Guillermo Arce          | 1-1-1-1 | 5   |
| 2 Jorge Twedde           | 2-3-3-2 | 11  |
| 3 Carlos Gomez Sanchez   | 5-(7)7-2-3-4 | 21  |
| 4 Rodrigo Acha           | 6-8-4-(DF)-5-3 | 26  |
| 5 Carlos de Trazeignies  | (8)-6-8-4-4-5 | 27  |
| 6 Diego Cebreros         | 1-2-3-(DS)-DS-DS | 30  |
| 7 Gustavo Gomez Sanchez  | 3-5-5-(DS)-DS-DS | 37  |
| 8 Estuardo Desmaison     | 7-9-6-5-(DF)-DF | 39  |
| 9 Alberto Bedoya Jr.     | 9-(DF)-DS-DF-6-6 | 45  |
| 10 Maria Paz Revoredo    | (DS)-4-DS-DS-DS-DS | 52  |
| 11 Alonso Alegre         | (DS)-10-DS-DS-DS-DS | 58  |

Campeonato "Presidente CRL 2009"
4,5 Abril, 2009

| 1 Carlos Gomez Sanchez   | 1-1-1-2 | 5   |
| 2 Rodrigo Arca           | 2-2-2-DF | 13  |
| 3 Gustavo Gomez Sanchez  | DS-3-3-1 | 14  |
| 4 Alberto Bedoya Jr.     | DS-4-4-3 | 18  |
| 5 Enriqu San Roman       | 4-DF-5-4 | 20  |
| 6 Carlos Larco           | 3-DS-DS-DS | 24  |

Lights winds make for a challenging race (L-R): Guillermo Cappelleti, Juan Carlos Suarez, and Estuardo Desmaison. (Photo courtesy of Guillermo Cappelleti)

Campeonato Yacht Club Ancon 2009
17,18 de Enero, 2009

| 1 Alex Zimmermann     | 1-1-2 | 4   |
| 2 Guillermo Cappelleti | 2-2-4 | 8   |
| 3 Juan Carlos Suarez  | 3-3-3 | 9   |
| 4 Stefano Cappelleti  | 6-4-1 | 11  |
| 5 Carlos de Trazeignies | 7-5-5 | 17  |
| 6 Rodrigo Acha        | 4-7-7 | 18  |
| 7 Alonso Alegre       | 5-DS-6 | 21  |
| 8 Carlos Cabrera       | 9-6-9 | 24  |
| 9 Estuardo Desmaison  | 8-DS-8 | 26  |

- Estuardo Desmaison

Club de Regatas Lima 2009
Chorrillos
21,22 Marzo 2009

| 1 Guillermo Cappelleti | 1-1-4-3 | 9   |
| 2 Alex Zimmermann     | 2-4-2-1 | 9   |
| 3 Stefano Cappelleti  | 3-2-3-2 | 10  |
| 4 Diego Cebreros      | 6-3-1-5 | 15  |
| 5 Guillermo Zavala    | 4-5-5-4 | 18  |
| 6 Juan Carlos Suarez  | 5-7-8-6 | 26  |
| 7 Gustavo Gomez Sanchez | DS-9-6-8 | 35 |
| 8 Estuardo Desmaison  | 9-DF-10-9 | 40 |
| 9 Enrique San Roman   | DS-10-11-10 | 43 |

Guillermo Cappelleti (left) rounds the windward mark as Diego Cebreros starts the downwind leg at the Club de Regatas in Lima. (Photo courtesy of Guillermo Cappelleti)
Junior Racers are Big Winners in Peru’s Mes de la Vela Championship

Once more, one of the most important events in the Peruvian Sailing community went on for its 2009 edition. The ‘Mes de la Vela’ (“Sailing Month”) is an annual multi class Regatta, hosted and organized by “Club de Regatas Lima”, that gathers over 200 of the best competitive sailors in Peru in the most popular classes, including Optimist, Lasers, J/24, Windsurf and Sunfish. The Sunfish races took place on February 14-15 in the Bay of Lima for the eyes of the entire city. With a 10 knot breeze and high tides that made challenging conditions for the 25 participant skippers, three races were completed on Saturday. On the second race day, wind was absent and made the championship finish earlier than expected. Continuing his successful sailing career, Alexander Zimmermann led the way to the finish line followed by the young Guillermo Arce in second and Diego Cebreros in third place. All the winners are under eighteen, so that made a full house for the Juniors.

- Estuardo Desmaison

Campeonata Copa Hueso 2009
14,15 de Febrero del 2009

1 Jorge Tweddle 1-(3)-2-1-2 6
2 Carlos Gomez Sanchez (3)-1-3-2-1 7
3 Gustavo Gomez Sanchez 5-5-(6)-3-3 16
4 Maria Paz Revoredo 8-4-1-4-(DS) 17
5 Alberto Bedoya, Sr. 2-2-(DF)-DS-DS 22
6 Carlos de Trazeogies 4-7-5-(DS)-DS 25
7 Estuardo Desmaison 6-6-4-(DF)-DS 25
8 Alonso Alegre 7-8-(DS)-DS-DS 33

Campeonato Mes de la Vela 2009
Lima, Peru
21,22 de Febrero 2009

1 Alexander Zimmermann 2-2-1 5
2 Guillermo Arce 3-1-2 6
3 Diego Cebreros 4-5-3 12
4 Giudio Borasino 6-4-4 14
5 Guillermo Cappelleti 7-3-6 16
6 Jean Paul de Trazeogies 5-7-8 20
7 Rodrigo Acha 10-6-9 25
8 Alex Zimmermann 1-OS-5 29
9 Maria Paz Revoredo 8-13-11 32
10 Carlos Gomez Sanchez 11-8-13 32
11 Ramon Chiarella 13-10-10 33
12 Guillermo Zavala 9-11-15 35
13 Juan Carlos Suarez 18-16-7 41
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17 Estuardo Desmaison 17-12-18 47
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Dear Sunfish Sailors:

Things look good for the 2010 Sunfish Worlds in Italy. The manufacturer, Laser Performance, finally approved the project after studying the logistics requirements and costs involved, as part of the strategy to introduce the Sunfish in Europe.

In November 2008, I met with Mario Migneco, Umberto Valle and Fabrizio Menghetti from the Italian Sunfish Class, and Pietro Negri, owner of Negri Nautica, the Italian Dealer. The meeting took place in Milano, Italy. We agreed to change the venue from Lake Como to Punta Ala, on the Tuscany region, where the exposure of the event will be more effective.

I am visiting the venue “Camping Punta Ala” (www.campingpuntala.it/dyn/eng/) on May 11, together with the officers of the Italian Sunfish Class, to start coordinating the organization process. We will be working to establish fees as affordable as possible for participants, taking into consideration the difficult times we all are living. The proposed dates are June 12-19, 2010. Soon we will be doing a participation survey among all ISCA members to establish an accurate number of boats for the event.

More good news: In January, I was elected as member of the ISAF Council, thanks to ISAF Vice-president and friend Eric Tulla, from Puerto Rico, who nominated me to replace his former position as Group “O” Representative (Caribbean countries). It is a great honor to also represent the Sunfish Class at this level.

But not all is good news: Unfortunately we could not find a host for the South American & Caribbean Championship this year. Our friends from Guatemala tried their best to save the situation when I asked them in January, but it was impossible to find sponsors. Next year it will be in Paracas, Peru.

Congratulations to Eduardo Cordero for winning the Sunfish Midwinters, celebrated in Clearwater, FL. It is always nice to see Eduardo back in competition. Puerto Rico is making preparations for the CAC Games in Mayaguez, in the summer of 2010. The Sunfish Class will be present.

All is set for the Sunfish North American & Junior Championship, organized under USSCA authority, to be held June 21-26, in James Island, Charleston. And finally, Bahamas is ready to host the

ISCA President and Italian Sunfish Class Officers meet at Negri Nautica, the local Dealer. (Photo courtesy Andres Santana)

2nd Junior International Championship and the 2009 Sunfish World Championship, to be held in October 15-24.

The Sunfish Class Family will continue united, finding its way thru opportunities to a bright future. Together we can make it!

God bless you all!

Andres Santana
ISCA President
andres.santana@sunfishclass.org
2009 North American Championship
Junior North American Championship
June 22-26, 2009
James Island Yacht Club - Charleston, SC USA
Organizing Authority: James Island YC and the United States Sunfish Class Association

Notice of Race

Please note that this is an abbreviated NOR. The full NOR may be downloaded from http://www.sunfishclass.org

Venue - Charleston Harbor between Castle Pinckney and Fort Johnson.

Rules - The race is governed by the International Sunfish Class Association (ISCA) class rules and The Racing Rules of Sailing (RRS) as modified by the Sailing Instructions.

Eligibility - Open to all members of the ISCA and one-design Sunfish Class boats as certified by the Class Measurer. Class membership application is available at registration.

Schedule -

<table>
<thead>
<tr>
<th></th>
<th>Sunday, June 21</th>
<th>Monday, June 22</th>
<th>Tuesday, June 23</th>
<th>Wednesday, June 24</th>
<th>Thursday, June 25</th>
<th>Friday, June 26</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>11 -00 15 -00 Practice races</td>
<td>07 -00 09 -00 Breakfast (all days)</td>
<td>12 -30 First warning signal, last warning no later than 17 -00, awards after races</td>
<td>07 -00 11 -00 Check-in, Registration and Measurement</td>
<td>12 -30 First warning signal, refreshments after races</td>
<td>12 -30 First warning signal</td>
</tr>
<tr>
<td></td>
<td>16 -00 20 -00 Check-in, Registration and Measurement</td>
<td>07 -00 11 -00 Check-in, Registration and Measurement</td>
<td>16 -00 17 -00 Practice race (following completion of Jr. NA's)</td>
<td>11 -00 Skippers meeting</td>
<td>18 -00 First warning signal, refreshments after races</td>
<td>13 -30 First warning signal</td>
</tr>
<tr>
<td></td>
<td></td>
<td>12 -30 Skippers meeting</td>
<td>18 -00 20 -00 Check-in, Registration and Measurement</td>
<td></td>
<td>18 -30 Dinner</td>
<td>17 -00 First warning signal, last warning no later than 17 -00, awards after races</td>
</tr>
</tbody>
</table>

Races/Courses - Seven races are scheduled for the Junior North American series. Eleven (races are scheduled for the North American series.

Registration - Eligible competitors may enter by completing the registration form and paying the required fees. Forms available at www.jyc.org. Competitors registering in advance by May 22, 2009 receive a discount.

Fees - Regatta fee for juniors attending only the Junior North Americans is $60 USD before June 1, 2009 and $70 USD after that date. Included are T-shirt, water on the course, and breakfast, lunch, and dinner for Monday. US Sailing Members receive a $5 discount. Regatta fee for all age groups attending the North Americans is $150 USD before June 1, 2009 and $160 USD after that date. Included are T-shirt, water on the course, and breakfast, lunch, and dinner for Thursday. US Sailing Members receive a $10 discount.

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 the regatta.

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

Sailing Instructions - Sailing Instructions are available at check-in.

Scoring - Low-point scoring system of the RRS Appendix A except that a competitor's worst race is discarded only if seven (7) or more races completed are completed. One (1) race shall constitute a regatta. This changes RRS A2.


Charters - Sayre Sailing - www.sayresailing.com, John Sayre, 843-534-0560, contactsayre@sayresailing.com Limited availability local - contact regatta chair.

Lodging - Limited availability housing with locals - contact regatta chair. Camping on club grounds is permitted - please contact regatta chair in advance. No RV facilities (power/water/etc).

Contact - Rick Whitehurst, Regatta Chairman, 843-571-6379, richardw@knology.net

16 Windward Leg - Issue 1, 2009
Group Rate and Tips on Lodging for Sunfish North Americans

By Richard Whitehurst

James Island Yacht Club is in the heart of an area that is almost exclusively residential. You can forget any idea of walking distance. We have reserved 30 rooms at the closest hotel for a group rate (see below). If you team up in groups of four, this is a good deal. Like many places, you find hotels in the Charleston area in clusters: West Ashley (Charleston), Downtown (Charleston), Mt Pleasant, and North Charleston.

The West Ashley hotels are the closest and many along Savannah Hwy are reasonable but some are less desirable. There are also a few at Folly Beach, which is a seasonal vacation beach town and may be expensive. Next is downtown (about 7.5 miles) with boatloads of hotels and many there are expensive. Over the bridge into Mt Pleasant is a little farther, but the area is desirable and less expensive than downtown. Farthest out are the North Charleston hotels around the airport and convention center. Like Savannah Hwy, you can find reasonable rates out there but you will travel about 20 miles.

A search on Yahoo Maps, '734 Wampler Drive, Charleston, SC 29422' for address and 'hotels' for business returned 104 hotels. Dig more and you find 265 hotels within a 15-mile radius (crow flight) of JIYC.

Closest to club:
La Quinta Inn and Suites Riverview (6.1 miles), 11 Ashley Pointe Dr
- 30 rooms reserved at $89/night (Group Rate Name: Sunfish North Americans)
- rooms available in 2 double beds (4 person) or single king bed (2 person)
- must call in and reserve by May 30
- cancel by 6 PM local hotel time on the day of arrival if you can’t make it
- hotel renovated inside and out within the past year
Residence Inn by Marriott Charleston Riverview (6.2 miles), 90 Ripley Point Dr
- 30 rooms reserved at $89/night (Group Rate Name: Sunfish North Americans)
- rooms available in 2 double beds (4 person) or single king bed (2 person)
- must call in and reserve by May 30
- cancel by 6 PM local hotel time on the day of arrival if you can’t make it
- hotel renovated inside and out within the past year

Out at Folly Beach:
Holiday Inn Folly Beach (9.4 miles), 1 Center St
Holiday Inn of Folly Beach (9.5 miles), 116 W Ashley Ave

Mt. Pleasant (just over the bridge):
Holiday Inn Mt Pleasant (11.1 miles), 250 Johnnie Dodds Blvd
Days Inn (11.1 miles), 261 Johnnie Dodds Blvd
Quality Inn & Suites (11.1 miles), 196 Patriots Point Rd
Extended Stay America Mt Pleasant (11.2 miles), 304 Wingo Way
Masters Inn (11.2 miles), 300 Wingo Way
Sleep Inn Mt Pleasant (11.2 miles), 299 Wingo Way
Redroof Inn (11.1 miles), 301 Johnnie Dodds Blvd
Charleston Harbor Resort and Marina (12 miles), 20 Patriots Point Rd
Shem Creek Inn (12 miles), 1401 Shrimpboat Lane

Between club and downtown:
Comfort Inn Charleston Riverview (6.6 miles), 144 Bee St
Best Western Charleston Downtown (6.7 miles), 250 Spring St
Marriott Charleston Riverview (6.8 miles), 170 Lockwood Dr
Courtyard by Marriott Riverview (6.9 miles), 35 Lockwood Dr
Holiday Inn Riverview (7.2 miles), 301 Savannah Hwy

West Ashley (along Savannah Hwy):
Sleep Inn (8.8 miles), 1524 Savannah Hwy
Best Western Sweetgrass Inn (8.8 miles), 1540 Savannah Hwy
Holiday Inn Express (9.9 miles), 1943 Savannah Hwy
Motel 6, 2058 Savannah Hwy
EconoLodge (10.6 miles), 2237 Savannah Hwy
Intown Suites (10.6 miles), 2236 Savannah Hwy
Hawthorn Suites (11.2 miles), 2455 Savannah Hwy

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Sleep Inn (8.8 miles), 1524 Savannah Hwy
Best Western Sweetgrass Inn (8.8 miles), 1540 Savannah Hwy
Holiday Inn Express (9.9 miles), 1943 Savannah Hwy
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Redroof Inn (11.1 miles), 301 Johnnie Dodds Blvd
Charleston Harbor Resort and Marina (12 miles), 20 Patriots Point Rd
Shem Creek Inn (12 miles), 1401 Shrimpboat Lane
Lessons Learned from Sailing Charleston Harbor in Years Gone By

By Jamie Ewing

Like many junior sailing programs around the country, afternoons in Charleston were reserved for older, more advanced students. And like many programs near the coast, this was with good reason. Lunch brought quite the change. Instructors dying for air-conditioning at noon re-emerged to nature's air-conditioning: 15 knots out of the south-southwest. Unfortunately the consequence was usually for instructors to commandeer the class under the premise of "instructor rides" blast reaching in 420s, or simply dismiss their charges early enough to catch a ride on a Wednesday night race PHRF boat. And even though the sea breeze weakened as summer progressed, by the time it weakened to a humid soup, South Carolina's school system and its perennially earlier academic year had ended the junior sailing summer.

The recent Sunfish Worlds in Charleston left many participants confounded. Where was this great breeze of which the locals spoke? Why did the currents not seem to diminish too? And whither the ship channel?

To the last question, I offer good news: the venue for this summer's North Americans is within a mile of the racing area, traversed only by a minor channel. To the second, well, hopefully the answer to the first may placate any concerns.

So, to the first question: the absent breeze. I type this while flying back east from San Francisco, home to one of the most famous sea breezes on the planet (and yes, it was blowing 25kts out of the northwest at take-off this afternoon). But any San Franciscan can tell you that this breeze does not blow anywhere near 25 in the fall, if at all. The same effect happens in Charleston late in the year. The land cools to the same temperature as the water — remember how warm the water was at Worlds? — diminishing the convection necessary for the sea breeze to fill with any power. Meanwhile, the fronts that dominate fall sailing in the northeast rarely penetrate that far south until later in the autumn. The result is light air from August until mid-October. Unfortunately, our class calendar dictates a late-season World Championships, and so the timing was not ideal for the Worlds.

But June is not October. An early summer sailor in Charleston can expect the sea breeze to fill around noon or 1 pm (if there's a low tide near midday, then usually shortly thereafter) and build to a peak of around 15kts around 4 pm or so. The fading light of evening takes some of the power out of the breeze, but it will remain solid until well after sunset. Generally, it fills to the south first and bends to the right (southwest) through the afternoon. Look to Fort Sumter. The flags at the fort herald the astral breeze first; one can be drifting in 90 degree heat when the flags lift, and twenty minutes later hiking in 13-15kts. While light days can happen anytime, they tend to be much rarer in early summer, and one might even get really lucky: most Junes feature at least one multi-day easterly that never fails to delight, cranking daily and all day in the high teens.

Like anywhere in the South, thunderstorms are a daily threat, though high tides and sea breeze tends to fend them off. Storms to the west tend to be greater threats than those to the north. Cumulonimbus to the north usually threaten the head of the harbor then blow east, fended off by the breeze.

While sea breeze is nice, it does nothing to reduce Charleston's notorious currents, though it does generate a lot of chop. And chop in Charleston is a huge clue. As anyone who sailed the Worlds noticed, the current flows at drastically different rates, and sometimes in different directions, across the course. While one can spend years studying the eddies and channels that define the Harbor, if a sailor remembers to stay in the chop upwind and the flat water downwind, said sailor will sail much faster. While this seems counterintuitive (waves are usually an impediment to upwind sailing and a boost off the wind), it is not when accounting for current. Current against wind creates steeper waves than it does with it. And the slight boat speed losses due to chop do not come close to making up for the relative boost of more favorable current. Stay in the favorable current.

With that in mind, pick up a chart of Charleston Harbor (or find one online). Look at what happens there. Starting upstream, two rivers converge then divide, meanwhile a third comes in from the west, merging first with one channel, then with the other. And if you're a local, all this mixing and matching forms the Atlantic Ocean. Charleston's Ancient and Sacred Society for the Promulgation of Science, Ancestral Worship, and Inebriation proved this one evening many summers ago on the Carolina Yacht Club dock. The scion of a prominent local family, in what was described by witnesses as either a fit of pique or a simple temper tantrum, threw his neighbor's labeled rubber duckies (said neighbor was of a more prominent family, which asserted its social standing through ubiquitous monogramming and labeling) into the Harbor. Lo and behold, years later, one washed up on a deserted beach in Cornwall, near the less prominent family's former seat. The other one ended up in Liberia, where the name was also recognized, but for different historical reasons. Both eventually were returned to the family and accorded places of honor on their carriage house mantelpiece. Such discoveries were considered compelling evidence by the members of ASS-PSAWI (the "p" is silent) gathered that fateful night.

But while such local legends are important to understanding the people of Charleston, they fail in relating the currents, so back to the chart. Upon a closer look, you'll see these channels and vast flats and islands between them. Current in the channels is more or less linear, but the divergence and re-convergence of the three main channels can lead to eddies over the vast shoals and flats. It is through these convulsions the birthing pains of the Atlantic, if you will that the great current dichotomies of Charleston Harbor have come to confound legions of sailors through the years. If you find yourself confounded, remember the rule about chop.

So that's the breeze and the current, oversimplified. But it neglects the best part of the local sea breeze: one can have a blast at one of the great bars in town (or on nearby Folly Beach - highly recommended for vacation rentals), sleep in, and be rested and ready for the next day's racing!
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. LP83027 $41.00

Sunfish C-Vane
Eye level mounted around and angled for the Sunfish upper boom.
CV005 $35.00

Sunfish Spars and Bailers

<table>
<thead>
<tr>
<th>Part #</th>
<th>Description</th>
<th>Price</th>
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<tr>
<td>LP91189</td>
<td>Rivets for boom eye straps, stainless (10)</td>
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<tr>
<td>LP91095</td>
<td>Eyestrap only for boom blocks</td>
<td>$2.45</td>
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<td>LP90427</td>
<td>Boom cap without eye, forward ends</td>
<td>$7.15</td>
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<tr>
<td>LP90411</td>
<td>Racelite swivel boom block</td>
<td>$17.40</td>
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<td>LP91252</td>
<td>Mainsheet swivel block</td>
<td>$21.20</td>
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<tr>
<td>LP91042</td>
<td>Racelite bullet block, boom</td>
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<tr>
<td>LP91208</td>
<td>Snap, trigger</td>
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<tr>
<td>LP90591</td>
<td>Mainsheet snap - chrome (post-1996)</td>
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<td>LP91062</td>
<td>Bailer cap</td>
<td>$5.79</td>
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<td>LP91170</td>
<td>Bailer plug only</td>
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<tr>
<td>LP89023</td>
<td>Mast complete</td>
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<td>LP89415</td>
<td>Upper boom complete</td>
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<td>LP89414</td>
<td>Lower boom complete</td>
<td>$181.44</td>
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<td>LP91029</td>
<td>Bailer, housing with ball only</td>
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<tr>
<td>LP91191</td>
<td>Aluminum rivets (pack of 50) for old aluminum trim</td>
<td>$6.00</td>
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Order Online, Save on Shipping!

Windward Leg - Issue 1, 2009
Sunfish Hull and Deck Fittings

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<td>LP91100</td>
<td>Eye strap for hiking strap attachment (H073)</td>
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<td>LP85201</td>
<td>Ratchet block, Nautic, red</td>
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<td>LP91090</td>
<td>Drain plug assembly, gray (Holt Allen, HA323)</td>
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<td>LP91085</td>
<td>Drain bung, Beckson, shiny black</td>
<td>$4.50</td>
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<tr>
<td>LP91251</td>
<td>Plastic cockpit trim - (8 foot section)</td>
<td>$2.50</td>
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<tr>
<td>LP91147</td>
<td>Hiking strap - padded, white with blue</td>
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<td>LP91146</td>
<td>Hiking strap, blue/white</td>
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<td>LP91080</td>
<td>Coaming - white</td>
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<td>LP91070</td>
<td>Main halyard cleat (black anodized)</td>
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<td>Hiking strap, black webbing, 34&quot; long</td>
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<td>LP85098</td>
<td>Internal backup plate, rudder, OL D</td>
<td>$8.50</td>
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<td>LP91056</td>
<td>Tiller bridge with loop (pre-1995)</td>
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<td>LP91079</td>
<td>Trim clip for aluminum trim</td>
<td>$6.12</td>
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<td>Bailer plug only</td>
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<td>LP91131</td>
<td>Hiking strap plate</td>
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<td>LP91062</td>
<td>Bailer cap only</td>
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<td>LP91001</td>
<td>Rub rail, vitamin (30 foot section)</td>
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<td>LP91092</td>
<td>Drain plug only - metal (pre-1995) with chain</td>
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<td>LP91029</td>
<td>Bailer housing with ball</td>
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<td>LP91054</td>
<td>Bridle, two loops 1996 and newer</td>
<td>$12.47</td>
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<td>Aluminum pop rivets (pack of 50) for aluminum trim</td>
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<td>LP91122</td>
<td>Bow handle kit</td>
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<td>LP91072</td>
<td>Cleat, main halyard with fasteners</td>
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<td>Metal drain plug assembly</td>
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<td>Gudgeon bracket kit with fasteners</td>
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<td>&quot;O&quot; ring (pack of 5)</td>
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<td>Bulkseye fairlead with fasteners (halyard)</td>
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<td>LP91190</td>
<td>Coaming rivets (pack of 13)</td>
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<tr>
<td>LP91127</td>
<td>Hiking strap retrofit kit with hardware and instructions</td>
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<td>LP91165</td>
<td>&quot;O&quot; ring, vent drain (pack of 5)</td>
<td>$5.64</td>
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</table>

Trailer 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. TRSUT200S $870.00

“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 Jobson’s book, World Class Sailing. RHOMP $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 $415.00

Ritchie S8W 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, twists on/off for easy removal, 2" high and 4-1/4" base diameter.

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<tr>
<td>VK1102</td>
<td>Viking inspection port - 5&quot; black</td>
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<tr>
<td>VK1101WCL</td>
<td>Viking port - 5&quot; white ring, clear lid</td>
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<tr>
<td>VK1117</td>
<td>Fat bag for Viking 5&quot; inspection ports</td>
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<tr>
<td>VKORING5</td>
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</tr>
</tbody>
</table>

Zhik "Get a Grip" Zhik Hiking System
The ZhikGrip rubber texture on the underside of the padded strap and boots align and marry together when hiking. The patented ankle straps snap to the boots and are tightened to anchor to your leg. When then you hike with toes pointed, the boot is forced to stretch, adding significant foot support. This combination of boot, ankle strap and hiking strap helps to relax the foot muscles so you can hike harder and be better connected to the dynamics of the boat. Boots are .5mm Titannum neoprene with side zipper entry and a firm grip sole for foot support. Available in men’s sizes 5 - 13. Visit www.apsltd.com for more boot options.

Zhirk350 $350 ZhikGrip Boots $89.00
ZHS121SUN Sunfish ZhikGrip Hiking Strap $55.00

Be sure to check out the “Red Hot Sailboat Racing” DVD featuring great Sunfish content and Brad Funk. Available at APS.

www.APSLTD.com

Windward Leg - Issue 1, 2009
Clam Cleats
Mount these cleats to your lower boom, and use the racing multi-purchase outhaul and cunningham. Made of solid aluminum, use with 1/8" - 1/4" line. If you don't have them already, you'll need to install two to use our Sunfish racing line package. Available either silver coated (original) or black hardcoat anodized (more corrosion resistant and holds lines better). C211Mk1 Silver C211MrkAN Black

Feather Mate
Get prepared for light air racing. Feather Mate can help you detect subtle shifts and puffs even in a drifter. LP3038 $30.00

Rubrail Kit
This railing fits perfectly along the lip of the Sunfish gunwale. Use 3M5200 (sealant/adhesive) for a permanent installation. For boats 1995 to present only. Sunfish require 30". LP91001 $75.44 (30" foot piece)

NEW FRP Rudder Blade
After final testing at the 2005 World Championships, the long-awaited Fiberglass Rudder Blade for the Sunfish is now available. The design profile is the same as the wood model, with great surface finish and shape. The fiberglass blade also provides excellent durability. All future Sunfish Worlds boats and Sunfish Pro Boats will be equipped from the factory with the FRP rudder blade, but you can also get it as an after market item. LP85138 Blade Only $212.00

Harken Ratchet - Mainsheet
The H019 ratchet is a popular choice for a Sunfish mainsheet block. Offers good holding power that runs smoothly. Slider on the side turns the ratchet on/off. H019 APS $57.21

NEW Ronstan 55mm Orbit Ratchet - Mainsheet
This new ratchet is the first block to offer both a manual on/off AND a fully automatic ratchet engagement. If you don't have a deck mounted eye strap to attach your block use the V79460 eyestrap with hardware. RF56101 APS $49.56

Recreational Line Package
Standard on all new Sunfish. This package uses Vanguard's new English Braid UK lines. Low stretch halyard and control lines and non-water absorbing flax for the mainsheet. LP81040 $75.14

Racing Line Package
In our racing package, we use Spectron 12 for the cunningham and outhaul. Spectron 12 is made of stretch-free Spectra and has a strong woven construction and a smooth finish. For the main halyard we use Excel Racing for its tough polyester cover and no-stretch Spectra core. Our sail ties are Excel Vetrican, a strong no-stretch line in a snug cover. Our mainsheet choice is Rooster Rope's Polilite, a lightweight polyester line that will not absorb water and has a unique construction that nearly eliminates twists and tangles. Don't get caught up by tangles when you're letting out the main around the weathermark. We add stopper balls for the ends of the outhaul and cunningham lines for easy on-the-water adjusting.

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<tr>
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Sunfish Rudders, Daggerboards and Tillers

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<tr>
<th>Part #</th>
<th>Description</th>
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<tr>
<td>LP85085</td>
<td>Pintle pin with hole</td>
<td>$14.50</td>
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<tr>
<td>LP85079</td>
<td>Pintle pin (old style without hole)</td>
<td>$10.50</td>
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<tr>
<td>LP85210</td>
<td>Pro tiller, rigged with 36&quot; aluminum extension</td>
<td>$215.25</td>
</tr>
<tr>
<td>LP91177</td>
<td>Post only for the rudder spring/post attachment</td>
<td>$3.34</td>
</tr>
<tr>
<td>LP85169</td>
<td>Compression spring (1) for rudder spring/post attachment</td>
<td>$2.95</td>
</tr>
<tr>
<td>LP85122</td>
<td>Rudder blade, FRP (Fiberglass Reinforced Plastic)</td>
<td>$222.60</td>
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<tr>
<td>LP85158</td>
<td>Rudder, rigged with FRP blade</td>
<td>$308.96</td>
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<tr>
<td>LP85126</td>
<td>Rudder cheek assembly</td>
<td>$666.78</td>
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<tr>
<td>LP85034</td>
<td>Daggerboard assembly (wood)</td>
<td>$231.44</td>
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<tr>
<td>LP85028</td>
<td>Daggerboard assembly - racing (plastic)</td>
<td>$255.15</td>
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<tr>
<td>LP91044</td>
<td>Bolt assembly, carriage bolt with wing nut (old)</td>
<td>$9.92</td>
</tr>
<tr>
<td>LP85011</td>
<td>Gudgeon bracket with fasteners</td>
<td>$27.83</td>
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<tr>
<td>LP85082</td>
<td>Pinle and spring kit</td>
<td>$21.29</td>
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<tr>
<td>LP85080</td>
<td>Pin, rudder pivot (stop pin)</td>
<td>$5.84</td>
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<tr>
<td>LP85009</td>
<td>Pivot bolt for rudder with nylon washers and nut</td>
<td>$6.10</td>
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<tr>
<td>LP85138</td>
<td>Pre-1973 conversion kit to current rudder. Includes: FRP rudder/rudderhead complete, aluminum tiller/tiller extension complete, gudgeon/backing plate/fasteners/inspection port</td>
<td>$426.50</td>
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<tr>
<td>LP91179</td>
<td>Retaining rings (pack of 5)</td>
<td>$14.36</td>
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<tr>
<td>LP85173</td>
<td>Tiller straps (pack of 2) - black</td>
<td>$37.92</td>
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<tr>
<td>LP85171</td>
<td>Tension springs (pack of 2)</td>
<td>$12.91</td>
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<tr>
<td>LP85190</td>
<td>Tiller extension kit - aluminum</td>
<td>$65.77</td>
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<tr>
<td>LP85012</td>
<td>Plastic washers for pivot bolt (pack of 10)</td>
<td>$8.56</td>
</tr>
<tr>
<td>LP85101</td>
<td>Spring posts (pack of 4)</td>
<td>$16.57</td>
</tr>
</tbody>
</table>

APS, Everything Under the

Order Online, Save on Shipping!

Windward Leg - Issue 1, 2009

21
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 Eyestops/Blocks instructions, small diameter waxed twine, Racing Upgrade mainsheet blocks don’t pull out. Requires a blackhardcoat anodized clam cleats (C2111Mkl AN) for the lower boom, 5/32” stainless steel machine screws, flat and lock washers and nuts.

Sheet Hangers
This pair of webbing straps Velcro 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>
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<tbody>
<tr>
<td>LP94306</td>
<td>RACE sail with window-all white *</td>
<td>$439.25</td>
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<tr>
<td>LP94300</td>
<td>Sail - Bora Bora-purple/yellow, red, green, purple</td>
<td>$315.00</td>
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<tr>
<td>LP94301</td>
<td>Sail - Green/white</td>
<td>$315.00</td>
</tr>
<tr>
<td>LP94304</td>
<td>Sail - Newport-pink/purple/blue/yellow</td>
<td>$315.00</td>
</tr>
<tr>
<td>LP94305</td>
<td>Sail - Olympic-red/white/blue</td>
<td>$315.00</td>
</tr>
<tr>
<td>LP94308</td>
<td>Sail - Storm-blue/yellow</td>
<td>$315.00</td>
</tr>
<tr>
<td>LP94307</td>
<td>Sail - Red/white</td>
<td>$315.00</td>
</tr>
<tr>
<td>LP94302</td>
<td>Sail - Mackinaw-green/white/blue</td>
<td>$315.00</td>
</tr>
<tr>
<td>LP94303</td>
<td>Sail - Mist-charcoal/royal/yellow</td>
<td>$315.00</td>
</tr>
<tr>
<td>LP94309</td>
<td>Sail - Sunrise-yellow/orange/red/blue</td>
<td>$315.00</td>
</tr>
<tr>
<td>MSTSF003</td>
<td>RECREATIONAL sail-white/red/blue-not class legal</td>
<td>$197.00</td>
</tr>
</tbody>
</table>

Price includes your choice of FREE sail ties or a package of 30 sail rings a $21.20 value - ask for details. Please note: only the Sunfish class can assign and sell sail numbers.

See color charts in our Sunfish section at www.apsltd.com

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

Sails

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>RACE sail</td>
<td>$499.95</td>
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<tr>
<td>RECREATIONAL sail-white/red/blue</td>
<td>$315.00</td>
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Sail Partners by Nautical America
Made of foam rubber, these mast holders are spar and deck friendly.

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<tr>
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<tr>
<td>For Deck Use</td>
<td>$30.00</td>
</tr>
<tr>
<td>For Roof Rack Use</td>
<td>$28.00</td>
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Notice of Race

Please note that this is an abbreviated NOR. The full NOR may be downloaded from http://www.sunfishclass.org

Rules - The race will be governed by the rules as defined in the 2009-2012 Racing Rules of Sailing, the prescriptions of US Sailing and the USCCA Class Rules, except as altered by the Sailing Instructions or as posted on the Regatta Bulletin Board.

Eligibility - This regatta is open to all ISCA members who have achieved their 40th birthday by September 26, 2009.

Measurement - Sails may be selectively measured and all boats may be checked for safety equipment at the discretion of the Race Committee.

Fees - The entry fee is $90 USD if postmarked before August 1, 2009 and $110. USD after August 1, 2009. The entry fee includes continental breakfast Sat. & Sun., lunches Sat. & Sun., dinner Sat., trophies and regatta favor.

Schedule of races -
Friday, September 25 - Registration
  1500  Practice Race
  1800  Welcome Reception (dinner available following reception)
Saturday, September 26
  0800  Registration
  0730  Breakfast
  0930  Skipper’s Meeting
  1030  Warning Signal for first race of the day, subsequent race back to back
  1700  Beverage Happy Hour
  1830  Dinner
Sunday, September 27
  0730  Breakfast
  1000  Warning Signal for first race of the day, subsequent race back to back. No race to begin after 1400
  Lunch and Awards to follow final race

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

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

Contacts - For further information please contact Connie Miller at 302-645-8239 or constmill@comcast.net or Betsy Schmidt at 302-645-0165 or betsy19742@aol.com

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Midwinter Championship Winners receive their trophies from Tim Roberts, Vice Commodore of the Clearwater Yacht Club (T-B): Fernando Monlor, Top Junior; Kathleen Remmer, Top Woman; Donnie Martinborough, Top Master; racers Ryan Hamm, Paula Shur, and Bud Narveson head toward the mark. (Photos: Bev Deolezal - Hot Flash Photo)
Team Melting Pot Wins 2009 Team Race Championship

Traditionally, the day before the Midwinters, the Sunfish Class holds its Team Race Championship regatta. In 2009 the Clearwater YC PRO Fairlie Brinkley and the other race officials put on a great show for the team race competitors. The seasoned RC set starboard digital N courses which created many interesting tactical situations at each turn.

The teams went through three rounds in shifty, puffy conditions and strong current in the bay behind Clearwater Community Sailing Center. Each race was highly contested and tactical, with many place changes and even an occasional capsize or breakdown. At the end of the day, Captain Joe Blouin led his White team to victory. The members of the team represented four separate regions of the country.

The Teams:

"Melting Pot" (White)  6-0
Joe Blouin (Tampa, FL)
Derek Jackson (New York, NY)
Ron McHenry (Cortland, OH)
Drew Stanier (Sudbury, MA)

"Team HSC" (Red)  2-4
Don Esch (Pittstown, NJ)
George Jackson (Mountain Lakes, NJ)
Luis Nunez (PR)
Courtney Young (Hertford, NC)

"The Guppies" (Orange)  1-5
Gail Heausler (Tampa, FL)
Lee Parks (Newport, RI)
Kathleen Remmer (Oakdale, NY)
Nick Valente (Sayville, NY)

Race Results:

Round 1
Orange-14 vs Red - 23
White-17 vs Orange - 19
White-13 vs Red - 23

Round 2
Red-15 vs Orange - 21
White-15 vs Orange - 21
White-16 vs Red - 20

Round 3
Red-14 vs Orange - 22
White-13 vs Orange - 23
White-12 vs Red - 24

www.sunfishclass.org
I am relaxing on the roof deck of my apartment building in New York City writing this article. With the exception of a few jaunts south for a warm weather fix, this is the first time I have been able to comfortably wear a t-shirt since last October. It feels great! It finally feels like the sailing season is upon us.

In March, I was among the lucky members of our class who converged on Florida’s west coast for the International Master’s Championship and US Midwinter National Championship. Although I am not eligible to participate in the Master’s Championship, I heard from many people that Gail Heusler and her team of volunteers from Davis Island Yacht Club did a fantastic job hosting the event. Hopefully, someday in the near future I will have an opportunity to sail from Davis Island YC to experience the conditions and hospitality that people have raved about.

I did however participate in the Midwinter Championship hosted by the Clearwater Yacht Club. This was my first time sailing in Clearwater, and will hopefully not be my last! I cannot thank the Clearwater YC and Clearwater CSC enough for hosting our class. PRO Fairlie Brinkley treated us to a challenging 12-race series in the Gulf of Mexico off of Clearwater Beach.

For those of you who were not able to travel to these regattas, I would strongly encourage you to come in 2010 to Melbourne, FL for the International Masters and Sarasota, FL for the Midwinters. Talk to people over the summer and fall about sharing rides to make the trip doable for as many people as possible!

Your regional representatives have been working very hard on the 2009 regatta schedule. This is an enormous task that is led by the US Regatta Chair Susan Mallows. You will notice that this year several US Regions have listed the weekly or monthly series from various clubs. This is a great way to promote your club, and increase participation in your local fleet’s races. If you do not see your club’s series listed, please make your regional representative or Susan aware of it. It can only help the class grow!

One of the highlights of the 2009 Regatta Schedule is the North American Championship in Charleston, SC. In this issue of the Windward Leg, Jamie Ewing writes an entertaining and informative article about what to expect in Charleston. You will also find the NOR to help you plan your trip! I hope to see you there. It promises to be a great event!

As I mentioned in the last Windward Leg, the class is organized and run by a dedicated group of people. Unfortunately we still have not been able to identify willing volunteers to fill the vacant positions of Class History and Publicity Chair. If you are interested, or know of someone who might be, please do not hesitate to contact me.

Finally, this is OUR class. Please get involved in any way you can, whether it be at the national or local level. Offer to help teach novice or youth sailors, or offer a sail to a regatta, lend your boat out, or help publicize a local regatta or series. Every ounce of time and energy will help shape a better future.

For the class,
Derek Jackson
917.623.8577 (Mobile)
derek.jackson@sunfishclass.org

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**USSF Awards Grants to Help US Sailors Compete in 2009 World Events**

The United States Sailing Foundation (USSF) has awarded the US Sunfish Class two $500 grants to help top US sailors compete in the 2009 World Championship and International Junior Championship.

The grant selection committee made up of chair Derek Jackson (NY, NY), Rich Chapman (Libertyville, IL) and Pat Manning (Austin, TX) will award the grants to sailors based on the criteria defined by the USSF and USSCA.

1. **Grant for the 2009 World Championship**

   1.1 **Eligibility**
   
   Any US citizen who is a member of US Sailing, and received an invitation to the 2009 World Championship in the first round by virtue of their performance in a Sunfish World Championship qualification event that was sailed in 2008. Individuals who work in the marine industry, members of the grant selection committee and members of the committee’s immediate family are ineligible.

1. **Grant for the 2009 International Junior Championship**

   2.1 **Eligibility**
   
   Any member of US Sailing and USSCA who will not reach their 19th birthday during the 2009 calendar year is eligible to receive the grant. Individuals must also meet the requirements defined in section 3 of the event’s NOR. Individuals who work in the marine industry are not eligible.

2. **Application**

   Eligible individuals may apply via resume. The resumes may be emailed to ussf_grant@sunfishclass.org or mailed to Derek Jackson (2109 Broadway Apt 16-69, NY, NY 10023). Resumes sent by electronic mail must be received by June 15, 2009. Resumes sent by traditional mail services must be postmarked by June 10, 2009.

3. **Selection Criteria**

   The USSF intends that the grant be used to send the class’ top sailor to the World Championship. The grant selection committee will use the pool of resumes received to judge who that individual is. The grant recipient will be notified as soon as possible thereafter. The decision of the committee is final, and is not grounds for redress by any competitor in the 2009 World Championship.

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**USSC News**

**USSCA President’s Corner**

*by Derek Jackson*

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Windward Leg - Issue 1, 2009
New Sunfish Rudder Blade Proposed
Class Membership to be Surveyed

By Chris Williams

Longtime Sunfish sailor Tom Whitehurst of Florida re-designed a rudder blade originally developed in the early 90s at the same time the current composite daggerboard was designed. Tom’s objective was to reduce the weather helm felt with the current blade, making the boat easier to handle in windier conditions. Tom believes this will attract a much larger group of sailors to the Sunfish by enabling them to be more competitive in stronger winds.

The World Council (WC) reviewed the proposed new shape at their annual meetings at the 2007 and 2008 Worlds. If approved, it would become legal, in addition to the current shape, which was originally made of wood and is now made of fiberglass. After much debate, the Advisory Council (AC) decided to survey ISCA members for their opinion as to whether we should ask Laser Performance (LP) to develop the new blade. This will not be a vote to approve or reject the new rudder. The survey will simply provide guidance to the AC. The survey is expected for an online vote by all ISCA members in June.

The AC and WC would both need to approve the change, but if we ask LP to develop the new blade, LP will want ISCA to approve it. They do not want to do development work and then have us not approve the new blade. Just to be perfectly clear, this is not a vote. The majority of responses could be favorable, and the AC could still reject the new rudder, and the majority of responses could be negative, and the AC could approve it (although the latter would seem unlikely.)

A number of prototypes of Tom’s rudder blade have been tested. The new blade is much more vertical, reducing weather helm. Here is the background on the new rudder blade:

Objective: Reduce weather helm in windier conditions. Learning from the testing that has occurred over the past few years:

- For a sailor of 120 lbs/54 kg, there is much less weather helm when the wind exceeds 11-12 knots. For a sailor of 160 lbs/73 kg, there is much less weather helm when the wind exceeds 15 knots. Therefore, the skipper does not need to pull very hard on the tiller in windier conditions with the new rudder. In winds below 11-12 knots, there is not much weather helm with the current rudder blade, so there is little difference in weather helm at these lower windspeeds.
- Off wind in breezy conditions the boat is also easier to control and steer.
- It is harder to scull the boat out of irons with the new rudder. You need to pull the daggerboard up partway to help get out of irons with the new blade.
- Since it is harder to scull with the new rudder, it should reduce illegal sculling at the start of races.
- In places with lots of seaweed, it collects on the new blade and can cause the blade to pop up in winds of 12 kts or more. Weeds do not collect on the current blade.
- The new blade will still kick up when you run aground or beach.
- The new blade will work in the existing housing and tiller.

Cost: The estimate is that it would cost approximately US $212. Laser Performance has not prepared an official price, but it is expected that the new blade, for the blade alone, would cost approximately the same as the new fiberglass rudder blade that was introduced in 2006. That blade, which is the same shape as the wood rudder that has been in use since 1972, has a suggested price of $212 USD in the United States. It is expected that this new shape rudder would be made of fiberglass just as the rudders are now.

The survey will be announced when it is ready at www.sunfishclass.org and www.sunfishforum.org.
The Builder’s Corner
by Brent Richards

What a wild ride the past year has been as the global economic storm rages on! Although the marine industry is not immune to such economic pressure, strong companies can come out the other side a far leaner and more disciplined organization. Rest assured that LaserPerformance is more committed than ever to the growth of the Sunfish Class and sailing in general. In fact, the company has launched five new, very successful products during the last 18 months. The strength of the Sunfish Class has never been greater. We have been working very closely with the Executive committee on World Championships for the next two years. LaserPerformance will provide all charter boats for this year’s World Championships in Nassau Bahamas, a myriad of US Sailing sponsored events and the college and high school singlehanded national championships. No one can point to any other manufacturer that comes anywhere close to the support given to its classes.

Could this economic downturn affect your sailing? Maybe, but we remain very optimistic. Boat shows this winter have seen, on average, 20-percent less foot traffic and some show participants have pulled out of shows where they have historically displayed. However, looking at small boats, the story is mixed. Some of the shows have been more productive than ever including the London Boat Show, Paris Boat Show, Strictly Sail Chicago, Seattle and Vancouver with strong sales of Sunfish sailboats.

Regatta attendance, another indicator, is also a mixed story. Junior events such as The Orange Bowl in Miami late last year had record participation. At other midwinter and spring regattas participation has been down slightly from last year but regatta organizers have been generally happy with the numbers attending considering the current situation and the dip in attendees is a manageable one. So the bottom line is plan on doing your part to make the 2009 season a success sail your boat!

Over the last year LP has been working creatively with vendors to control costs. Many of you will notice that the price of a 2009 Sunfish has gone up slightly since 2007 despite the fact that the raw materials and freight have increased as much as 35-percent. This ability to control costs allows LP to continue, and in fact, grow, the support for ISCA. Additionally, LP commitment to the class includes participation in class governance, event scheduling and all technical matters. Again this demonstrates the company’s commitment to the growth of the class.

In addition to aggressively managing costs, LP has focused heavily on product quality. By dramatically simplifying manufacturing operations, LP has facilitated a much higher degree of focus on core products. The consistency and quality of the Sunfish has never been better. LP currently runs two state of the art manufacturing plants, one on each side of the Atlantic Ocean with open lines of communication and employees dedicated to building the best and most consistent boats on the market.

As I close this report, our office is working hard on World Championships for 2009 in Nassau. A lot of work has gone into this regatta at all levels of the company. It’s a huge commitment of resources from the planning side to having boots on the ground. With this level of commitment to the class, we are sure that these Worlds will be the best to date.

Join the Sunfish Class today!

Membership forms are available at www.sunfishclass.org
Or contact the Class Office at (248) 673-2750
Sunfish Devotion and the World Wide Web

By Gail M. Turluck

The Sunfish Class has enjoyed having reliable communications via its email list since the mid-1990s. Thanks to foresighted action by our Class’ Charlie Clifton and the cooperation of Sunfish day sailor Michael Ramundo, Jr. at the State University of New York-Albany, the list was established and served us well. Our trying economy has caused everyone to examine where to save, and SUNY-Albany is no exception. On March 6, 2009, the University at Albany discontinued hosting our list.

Clifton shared how establishing the list was not without its problems. The Class was establishing a web site and some members saw a listserv as potential competition. Knowing that not to be the case and wanting to facilitate communications amongst Sunfish sailors, Clifton performed a search of willing server hosts and found Mike Ramundo, an IT at the University at Albany.

Ramundo volunteered to sponsor the list with the understanding that Clifton would not “bother them with too many questions about maintenance.” However, there was a learning curve and Ramundo was a great resource for Clifton as he learned to work with the Listserv program. Ramundo also did a great job protecting the Sunfish List from Albany’s annual purge of lists.

Sadly, Mike Ramundo died suddenly on July 19, 2006. He had contacted Clifton a few times about possibly attending a regatta, but it never worked out. He truly enjoyed going out and sailing around in his Sunfish. Towards the end of 2006, Clifton received an email from Mike Grosshandler at Albany, informing him of Ramundo’s death and that because Sunfish List no longer had a sponsor, it would be purged at the end of the year. Clifton had a quick thought and asked if Grosshandler would be willing to serve as the sponsor and Grosshandler said yes, likely out of respect for Ramundo in Clifton’s opinion.

That cooperation brought the Class a couple more years of service. The Class was truly gifted to have the service for over a decade and is grateful for the service, support, and ease of communication provided.

Clifton said, “The University at Albany and Mike Grosshandler deserve our gratitude but it never would have happened if Mike Ramundo hadn’t volunteered from cyberspace because he liked to sail [his] little boat.”

Going forward, Class leadership wants to have its email list under its own domain and is examining how best to accomplish the task. Former subscribers will be informed by email when the new service is established, a link to sign up will be available on the Class’ web site, and an announcement will be included in the newsletter, Windward Leg.

Sunfish Online Networking Groups

- Facebook: http://www.facebook.com/pages/Sunfish-Class/130170440586
- SANJL Facebook: http://www.facebook.com/group.php?gid=18293398616
- Peru Facebook: http://www.facebook.com/group.php?gid=18293398616
- Vela Guatemala Facebook: http://www.facebook.com/group.php?gid=5338217286
- Dominican Republic Facebook: http://www.facebook.com/group.php?gid=8067550268
- MySpace: http://groups.myspace.com/index.cfm?fuseaction=groups.groupProfile&groupID=105858538&Mytoken=5175F24-853A-4F77-A9540B32676300958320669
- YouTube: http://www.youtube.com/group/sunfish
- Flickr Group: http://www.flickr.com/groups/sunfish/

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Rick White’s Sailing Seminars, 305-451-3287, rick@catsailor.com, www.sailingseminars.com
By Patsy S. Haines, Arlington YC

Well not exactly. I actually sailed in a few regattas hosted at our club but I wanted to write about my first away regatta. What a fabulous time! We left our home in Arlington, TX on Saturday, November 1, 2008 at 4 am so we could get to the Canyon Lake Wurstfest Regatta well before the first horn.

Our preparations started a good month in advance and were a lot more involved than originally planned. First we had to clean out the attic so we could find the tent and sleeping bags. The attic looks great and we found the 27-year-old pup tent with most of the parts intact. Last time I used this tent was when I was single and camped with my collie. Even then it was a tight fit. Sleeping bags were easy—they were in plastic garbage bags for 20 odd years. Next we had to shop for the perfect blowup mattress. Our backs don't withstand the rocks like they did in our teen years. Found a great one but had to plug it in to blow it up. Not a problem, we would find electricity at the camp grounds and walk it back.

Next, what to do if the weather was freezing and the water was cold? I already bought a few wet suits online from eBay for between $9.99 to $20 each. Only one I can fit into but cannot move, let alone sit in it. Fortunately I have a good friend who teaches scuba and loaned me an OLD front zipping web suit and a shortie. And the weather? Predicted to be in the 80s with very light wind—my fears of another hurricane were unfounded.

Our friends took my sail and spars to the regatta and arranged for me to borrow a hull. Now there were no excuses. We left our collie and cat home with water, food, and a doggy door and we were on our way. I actually slept well the night before. I knew we were all packed for any weather and sailing conditions. Being a new sailor, I found it necessary to bring an extra mainsheet so I could setup a righting line whether I needed it or not. 180 Yacht Club, Canyon Lake, TX was programmed into the GPS and we were on our way.

The ride down was uneventful unless you consider a speeding ticket of 70 in a 60 mph zone an event. I was surprised because Highway 35 is mostly 70 mph. When he asked why I was going so fast and I said I have to make it to the starting gun for the regatta, he was not impressed. It probably did not help that we were driving a Prius. We drove into the parking lot where everyone was camping at about 9am. Plenty of time to say hello and set up the tent.

I was totally relieved when one of the more experienced sailors said that it was going to be very hot so she was going to wear her bathing suit. YYYEESSSSS!! Warm enough to wear a bathing suit and no wind in a beautiful locale? Life doesn't get much better. One last day to catch up on my tanning. Besides, the important thing is when I get back to the office and everyone asks me where I got my great tan, I can tell them I competed in a regatta in Canyon Lake. Sounds mighty impressive. No one needs to know what place I came in.

After eight trips to the restroom, I was ready to go. Canyon Lake had a great setup for launching the boat...as long as there was wind. Did I mention that the wind was 0-3 mph? You have push your boat dolly to the edge and slide the boat into the water then hop on. I didn't want to embarrass myself and was pleased that I remembered to put in the bailer plug first (phew). I learned the rocking technique very quickly but still felt like Humphrey Bogart in the "African Queen" getting the boat away from the docks to the open waterways.

We made it to the committee boat only to hear that there was a delay due to the minimal wind conditions.

We all just floated and drifted. All of a sudden the wind picked up and we were off slowly. I had a little difficulty with the starts of the race because I was used to how our club races were administered. No problem, we were not moving too fast anyway. We were able to get two very slow, very long races in.

Did I mention that the winds were slight? So much so that when we were rounding the windward mark, we were all in a "scrum". Reminds me of the last episode of the "Mary Tyler Moore" show when they were all hugging and saying 'good-bye' moving from one side of the office to the other. And then there I was moving backwards, not even in irons. Once we cleared, we were on our way to the finish line. But no, there was a course change. No problem for me. I just followed everyone.

The second race was more of the first. With the light wind, I crouched down on the leeward side of the boat and periodically stood to stretch out my muscles (but not during the race). We brought out our little sandwiches and ate as time permitted right on the boat, our own picnic.

After a night of fun and merriment either at the Yacht Club or bussed to Wurstfest, we all crawled into our tents for the night. My goal was to get to sleep before the snoring began. No such luck but you got used to it. The weather was just right for a good night sleep. The next morning we rose early to beat the rush to the showers. There was no

Continued on page 31
My First Regatta (continued from page 30)

one around which made sense when you factored in the change of the clocks.

We were treated to this beautiful sight, a true Kodak moment:

Sunday morning the wind was much better and we were able to get in four enjoyable races. As a left-brain person, I am still trying to put the unpredictable into my precise, predictable paradigm. I spent a lot of time studying the leaders but my contact lenses weren't strong enough. I kept hearing the little voices in my head telling me to "keep the boat flat", "keep your weight forward", "pull in your main sheet", "leave a can for me". No wait that came later. I was pretty impressed when one fellow in the back asked me why I was passing him. I told him to keep the boat flat", "keep your weight forward", "pull in your main sheet". Darn if he didn't beat me in the next race.

After the last race, we were treated to a nice tail wind so getting our boats to shore was a breeze (hahaha). It was hard to leave all our new regatta friends but it was time to go and make that long drive back to Arlington, TX.

And so with the shiny side up, we set sail for home, ready to sign up for the next regatta in March! Maybe I'll check eBay for another wet suit that I can sail in.
A Quick Overview of the Significant Rule and Game Changes in the 2009-2012 RACING RULES OF SAILING

Compiled by Dave Perry

The following is a list of the significant changes in the 2009-2012 edition of The Racing Rules of Sailing (RRS). These are changes from the 2005-2008 edition of the RRS. NOTE: These brief summaries are not intended to be actual representations of the rules; nor is this a complete list of all the changes in the 2009-2012 RRS.


Rule 17.2 (On the Same Tack; Proper Course) has been deleted. This means that a windward boat or a boat clear ahead no longer has a proper course limitation when sailing near other boats. She can sail below her proper course if she wishes, for instance to make it more difficult for a boat astern to pass or establish an inside overlap nearing a mark. Windward boats must still keep clear of leeward boats under rule 11

Rule 18 (Mark-Room)

- Instead of saying “room at the mark,” there is a new concept called “mark-room.” “Mark-room” is the space a boat needs to sail to the mark in a seamanlike way; and then when she's at the mark, the space she needs to sail her proper course around the mark. The primary differences are that the previous rules did not specifically require outside boats to give inside boats room to sail to the mark; and once at the marks, inside boats were required to sail very close to the mark even if it slowed them down, even though most outside boats were more forgiving. There is not much game change here.

- In the previous rules, rule 18 began to apply when the boats were “about to round or pass” the mark. This vague and subjective phrase has been removed. Rule 18 now begins to apply to boats when one of them is in the “Zone.” This will clarify more precisely when outside boats need to begin giving mark-room to inside boats.

- The “Zone” has been enlarged from two hull lengths to three (see the definition Zone). This is intended to provide inside boats and boats that are clear ahead at the Zone the time and space they should need to prepare for and execute their rounding maneuver. Note that the sailing instructions for a race or event can change the Zone to two or four lengths (rule 86.1(b)); and match and team racing will continue to use a two-length zone (Appendices C and D) and radio-controlled boat racing will continue to use a four-length zone (Appendix E). Under the previous rules, most overlapped outside leeward boats began giving room before the two-length zone, so the only real game change here is that boats clear ahead at three lengths from the mark are safe from being overlapped on the inside, whereas under the previous rules they weren't safe until two lengths away.

- Under new rule 18, if a boat entitled to mark-room sails outside the Zone for any reason, even if she is giving mark-room to boats inside her, rule 18 ceases to apply; and it is a fresh start under rule 18 when she re-enters the Zone.

- When a leeward “gate” is being used (two leeward marks close to one another that boats pass between and exit in either direction), rule 18.4 does not apply. That means that when a boat is approaching a gate mark on the inside with right of way over other boats, she does not need to sail her proper course around that mark for as long as she remains the right-of-way boat. She may sail farther from the mark than needed to sail her proper course before she gybes, even if she has no intention of sailing over to the other gate mark. Outside keep-clear boats will need to keep clear of her under rules 10 or 11.

- “Obstructions” no longer have a “zone” around them. If boats are overlapped when they get to an obstruction, outside boats must give inside boats room to pass the obstruction, even if they weren’t overlapped before arriving at the obstruction. The only test for establishing an overlap between a boat and an obstruction (other than a continuing obstruction) is whether the outside boat is able to give the inside boat room after the overlap is established.

- At a continuing obstruction (such as a long dock, shore or seawall), a boat astern (B) that has the right of way is now allowed to establish an inside overlap between the boat ahead (A) and the obstruction even when there is not room for her to pass between them in safety; and A, as the keep-clear boat, must keep clear of B.

- Right-of-way boats in a race can still be “obstructions” but they are never “continuing” obstructions (see definition Obstruction). For instance, on the starting line, a boat astern (B) can now establish an overlap between a leeward boat (L) and a windward boat (W) even if there is not room for her to pass between them in safety, provided B complies with rule 15 when she becomes overlapped to leeward of W, and with rule 16 if she then luffs, and provided W can give B room to keep clear of L from the time the overlap begins (rule 19.2(b)). The same will be true on a downwind leg when B approaches two boats ahead (L and W).

Rule 20 (Room to Tack at an Obstruction) is previous rule 19. It now clarifies that when a boat is hailed, she must respond by tacking or hailing “You tack,” even when the hailing boat has hailed when safety did not require her to make a substantial course change to avoid the obstruction, or if the obstruction is a mark that the hailed boat was fetching.

Rule 19 (Room to Pass an Obstruction)

Continued on page 33
**Rule Changes** *(continued from page 32)*

This is for safety. However, in that case the hailing boat has broken rule 20.3 and must take a penalty, and can be protested by the hailed boat.

**Rule 23.2 (Interfering with Another Boat)** has been changed to say that a boat is allowed to interfere with a boat taking a penalty or sailing on another leg as long as she is sailing a “proper course.” This makes this rule the same for fleet, match and team racing.

**Rule 28.1 (Sailing the Course)** now includes the language needed to require boats to pass through a “gate,” such that sailing instructions no longer need to write this out.

**Rule 29.1 (Individual Recall)** clarifies that when rule 30.3 (Black Flag Rule) is in effect, and a boat is OCS at the start, the race committee does not have to signal the OCS with flag X and a sound signal.

**Rule 30.2 (Z Flag Rule)** clarifies that if a boat receives a 20% Scoring Penalty and there is a general recall or abandonment after the starting signal, and the boat is in the triangle on a subsequent start of that race, she gets an additional 20% Scoring Penalty.

**Rule 32.2 (Shortening or Abandoning After the Start)** now requires the race committee to signal a shortened course before the first boat crosses the finishing line.

**Rule 40 (Personal Flotation Devices)** now refers to “personal buoyancy” as “personal flotation devices.” When personal flotation devices are required to be worn under this rule, the rule permits such devices to be taken off briefly while changing or adjusting clothing or personal equipment. Now sailing instructions referencing this rule do not need to include that language.

**Rule 42 (Propulsion)** now permits sailing instructions to specify certain circumstances when a boat can be propelled by an engine or other propulsion method, provided the boat does not gain a significant advantage in the race.

**Rule 44 (Penalties at the Time of an Incident)** now contains the One-Turn Penalty for touching a mark. Old rule 44.4(b) regarding penalizing a boat that has already taken a penalty has been moved to new rule 64.1(b).

**Rule 51 (Movable Ballast)** clarifies that sails that are not being used are considered “ballast,” and as such they must be properly stowed and cannot be moved for the purpose of changing a boat’s trim or stability; and it clarifies that bilge water may be pumped out.

**Rules 60.2 & 60.3 (Right to Protest; Right to Request Redress or Rule 69 Action)** now permits a race committee or a protest committee to protest a boat based on a self-incriminating remark made by that boat. Rule 60.2 now prohibits a race committee from protesting a boat based on information in a request for redress, which is the same for protest committees (see rule 60.3).

**Rule 62.1(a) (Redress)** now prohibits a boat from requesting redress from a protest committee decision when that boat was a party to the hearing.

**Rule 62.2 (Redress)** now requires requests for redress to be delivered to the race office, which makes it the same as for protests (see rule 61.3, Protest Time Limit).

**Rule 63.4 (Interested Party)** now requires members of a protest committee to declare any possible self-interest as soon as they are aware of it.

**Rule 64.1(b) (Penalties and Exoneration)** now clarifies that a boat that has taken an applicable penalty, whether on the water or ashore, cannot be further penalized for that incident, unless the penalty for the rule she broke is a disqualification that is not excludable from her series score. Note: a turns penalty is not applicable if the boat caused injury or serious damage or gained a significant advantage in the race or series by her breach (see rule 44.4).

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By Derrick R. Fries Ph.D

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44.1(b), Penalties at the Time of an Incident).

Rule 69.1 (Allegations of Gross Misconduct; Action by a Protest Committee) now requires a protest committee to reschedule a rule 69 hearing if the competitor provides good reason for being unable to attend the hearing (rule 69.1(a)). Furthermore, if the competitor does not provide good reason for being unable to attend the hearing and does not come to it, the protest committee may conduct it without the competitor present (rule 69.1(d)). And if the protest committee chooses not to conduct the hearing without the competitor present or if the hearing cannot be scheduled for a time and place when it would be reasonable for the competitor to attend, the protest committee shall collect all the available information and, if the allegation seems justified, make a report to the relevant national authority (69.1(e)).

Rule 70.3 (Appeals and Requests to a National Authority) requires that, if boats will pass through the waters of more than one national authority while racing, the sailing instructions must identify the national authority to which appeals or requests are to be sent.

Rule 70.5 (Appeals and Requests to a National Authority) now contains a US SAILING prescription that requires race organizers to receive approval from US SAILING before they can deny the right of appeal from an event.

Rule 79 (Classification) is a new rule that says if a notice of race or class rule state that some or all competitors must satisfy classification requirements, the classification must be carried out as described in ISAF regulation 22, Sailor Classification Code.

Rule 86.1(b) (Changes to the Racing Rules) permits sailing instructions to change the “zone” around a mark to two or four lengths, provided the number is the same for all marks and all boats using those marks. They must refer specifically to the definition Zone when making this change.

Rule 86.1(c) (Changes to the Racing Rules) requires, as of January 1, 2011, that when a class rule changes one of the rules listed in rule 86.1(c), it refers specifically to the rule and states the change.

Rule 87 (Changes to the Class Rules) is a new rule that permits sailing instructions to change a class rule only when the class rules permit the change, or when written permission of the class association for the change is displayed on the official notice board.

Rule 88.1 (National Prescriptions) clarifies that the prescriptions that apply are the prescriptions of the national authority with which the organizing authority is associated. However, if boats will pass through the waters of more than one national authority while racing, the sailing instructions must identify any other prescriptions that will apply and when they will apply.

Appendix BB (Experimental Kiteboard Racing Rules) is a US SAILING prescription that applies to ‘round the buoys’ kiteboard racing.

Appendix P (Special Procedures or Rule 42) is the appendix that pertains when rule 67 (Rule 42 and Hearing Requirement) permits judges to penalize boats during the race for breaking rule 42 (Propulsion). Now, if a boat is penalized a third time in a regatta, she does not have to retire from the regatta. Her penalty is to retire from the race and be scored disqualified (DSQ), and she cannot drop that DSQ from her score. The Appendix now also states that a boat is not entitled to redress from the action of a judge penalizing her under rule P1 (Signalling a Penalty) unless that action failed to take into account a race committee signal or class rule.
Dallas Sunfish Party and Race Workshop Preps Folks for 2009 Texas Circuit
By "AI Court" - SWR Roving Reporter

On Saturday night, January 10, 2009 approximately 65 DFW Sunfish sailors and friends attended a Sunfish Racing Seminar and Party at Tony & Holly Collins Art+home.

Located in the artsy-fartsy "Willows Area" springing up in Dallas, just South of the I-30 canyon, their home, art gallery, media, and metal fabrication studios are in the historic old Rudolph’s Pork Rind factory near the Trinity River.

Take a look at http://www.tonycollinsart.com to see their fantastic work works of art.

This was a fantastic time for a gathering since there are a large number of new DFW Fishes that are planning on joining the TRC for 2009. The Arlington fleet seems to finally be sprouting and the White Rock Lake school of Fish is growing almost daily and may soon officially form a fleet. The Shreveport, LA Fleet (closer to DFW than the Gulf Coast) is growing their fleet by using the Sunfish for their youth program. Several teenagers have been working very hard for when Pip Nolan comes back up from the Gulf Coast.

Filling in for ailing Greg Gust - new Sunfish owner Doug Peckover gave a great presentation on starting and finishing strategies in large fleets. The 2008 U.S. Single-handed National Champion and 2008 Sunfish World Champion, Paul Foerster, talked on his unique development program used during his training for the two events.

SW Regional Class Representative & Texas Sunfish Race Circuit coordinator Ellen Burks presented the proposed TSRC regatta schedule. Discussion followed on how many of the nine TSRC regattas would be scored for the championship. Watch the TRC website for further information.

Ed Owen discussed the 3rd Annual La-Tex Challenge which is part of the Holiday in Dixie Regatta in Shreveport, La. The La-Tex is held between the Gulf Coast Region vs. the TSRC. Texas has lost the first two of these events and needs to get their stuff together so we can make a good showing for this year.

Robert Cummings and friends prepared a wonderful shrimp boil(extra hot to go along with all the super goodies of every kind everyone brought. Other VIPs in attendance - Dave Sanford from Canyon Lake Fleet/ San Antonio, Judi Foote who has recently moved to Plano from Wichita, Ks. & Ed Owen, Dave McCary & Harold Batterbee from Shreveport La.

We had a fantastic time seeing everyone!

Gust Champion at Fall Dinghy Fest
Congratulations to Greg Gust for winning the 2008 Fall Dinghy Fest regatta held at his home club of Rush Creek YC on Lake Ray Hubbard, TX.

Fall Dinghy Fest
Rush Creek YC - Lake Ray Hubbard, TX
October 25-26, 2008

<table>
<thead>
<tr>
<th>Finisher</th>
<th>Score</th>
<th>Points</th>
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<tbody>
<tr>
<td>1 Greg Gust</td>
<td>1-1-[4]-1-1</td>
<td>5</td>
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<tr>
<td>2 Doug Peckover</td>
<td>2-2-2-2-[3]-3</td>
<td>11</td>
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<tr>
<td>3 Marshall Woodson</td>
<td>6-3-1-3-[8]-5</td>
<td>18</td>
</tr>
<tr>
<td>4 Bill Jackson</td>
<td>5-4-[DS]-5-2-2</td>
<td>18</td>
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<td>5 Tony Collins</td>
<td>3-5-3-[6]-6-6</td>
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<td>6 Marshall McKenzie</td>
<td>4-7-[DS]-7-5-4</td>
<td>27</td>
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<tr>
<td>7 Pam Newton</td>
<td>[10]-6-7-4-4-9</td>
<td>30</td>
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<td>8 Shaun Hoffmann</td>
<td>7-9-5-8-[11]-8</td>
<td>37</td>
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<td>9 Mary Medina</td>
<td>9-8-6-[11]-7-7</td>
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<tr>
<td>10 Norm Grill</td>
<td>8-10-[DS]-9-9-10</td>
<td>46</td>
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<td>11 Cheryl Getty</td>
<td>11-11-[DF]-10-10-11</td>
<td>53</td>
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<td>12 Ellen Burks</td>
<td>[DS]-[DS]-[DS]-DS-[DS]-DS</td>
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River Romp 2008
Edison Sailing Center Ft. Meyers, FL
October 18-19, 2008

<table>
<thead>
<tr>
<th>Finisher</th>
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<tbody>
<tr>
<td>1 Ashley Murphy</td>
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<td>2 Taylor Ross</td>
<td>1-1-4-5-3</td>
<td>14</td>
</tr>
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<td>3 Elijah Davidson</td>
<td>3-4-3-2-2</td>
<td>14</td>
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<tr>
<td>4 Alexa McCarthy</td>
<td>4-3-2-3-[DS]</td>
<td>21</td>
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<tr>
<td>5 Maya Weinstein</td>
<td>5-5-6-6-[DS]</td>
<td>31</td>
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<tr>
<td>6 Beth Hernandez</td>
<td>DS-7-5-4-DS</td>
<td>34</td>
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<tr>
<td>7 Emma Jablonski</td>
<td>6-8-8-7-DS</td>
<td>38</td>
</tr>
<tr>
<td>8 Jose Hernandez</td>
<td>DS-6-7-8-DS</td>
<td>39</td>
</tr>
</tbody>
</table>
Fries Takes Top Spot at Charlevoix

By Tom Barnes

The Annual CYC Lake Charlevoix Sunfish Regatta took place on August 10, 2008 and had between 6-8 boats on the start line. For our third year, we had plenty of wind (10-20kts) which kept several potential racers on the beach.

Over the three races all five registered participants finished in the same order for each race (which meant calculating the final score was pretty easy). Derrick Fries (Clarkston, MI) won all three of the races. Tom Barnes (Charlevoix, MI) followed with three second places, Dave Travis (Levering, MI) took third, Mark Snyder was fourth and Don Bowerman (East Jordan, MI) was fifth. Other racers included Bill Babel, who retired with equipment failure and “Cole” and “Mike” showed up for the last race, but didn’t register.

The CYC Race committee of Al and Lynette Grams did a great job again for the Sunfish Fleet and donated their time! Thanks go out to Suzanne Balter and Pam Barnes for their organizational help and to Abbey and Lexie Barnes for photography and registration. After discussions with the fleet captain for Douglas Lake (1 hour north), it looks like next year’s event will be a combination regatta. Douglas Lake will be on the first Saturday in August, the CYC Regatta on Sunday and we’ll have a combined overall for the two events. So mark your calendars for next year!

Henthorn Hangs on to Win Oktoberfast

By Jerry Callahan

Sunday October 5 was a miserable day to sail. There was no wind when the boats went out and there was no wind when they came in. Three boats didn’t go out and another came back in before any races could be held. However, seven boats did go out and they did get in three races.

The event was the OktoberFast Regatta for Sunfish. Someone suggested we should call it the OktoberSlow Regatta. Mike Stratton made trophies and always comes up with the wild trophies with a theme.

Perry Fulford received the 6th place trophy with a plaque with the words "AW SHUCKS" on it. He had to supply the ear of "unshucked" corn that was supposed to be mounted on the plaque but wasn’t.

Joe Fulford took the fifth place award which was a plaque on which a turtle was mounted indicating he was turtle slow. Fourth place went to Neil Harrell. It was a plaque on which there were mounted several body parts showing he didn’t quite have it all together.

Make Stratton placed third and received a trophy with a street scene where the road was indicated as "Turd Place". Pete Peters' trophy had a treasure chest. When it was opened it revealed pictures of other "runners up" such as Al Gore, Hillary Clinton and John McCain.

The winner, Roger Henthorn, received a pirate ship. One of its features was a headless female with a bare derriere. Mike Stratton said that next year "Your a** is ours!"
Greenfield Sails to First in Midatlantic #3
By Bill D'Autrechy

Hurricane Hanna interrupted the plans for a two-day Midatlantic Regional regatta. Friday morning the forecast was for high winds and torrential rainfall. With this forecast, we decided to cancel Saturday races and just try to get as many completed on Sunday as we could. With the help of email, we were able to notify everyone.

As it turned out, the storm did not hit our area as planned and we only got some bad weather on Saturday evening. Sunday dawned bright and clear, with 8-10mph winds out of the NW. After a quick skipper’s meeting, we got everyone on the water. We were just about to start the first race when the wind shifted enough that the RC had to reset the course. This proved to be a problem all day, with the wind constantly shifting. Later in the day, the wind picked up to 15mph with still a lot of holes. This was a real challenge that Jim Greenfield (Oaklyn, NJ) managed to master, taking home first place in five races. Connie Miller (Lewes, DE) took home the woman’s trophy.

SCYC was disappointed in that this was the race day they cancelled in 60 years. It was a shame as they had a very nice party planned for Saturday night. Come back next year and I am sure they will have an even better event.

Midatlantic Regionals #3
Surf City YC - Surf City, NJ
September 6-8, 2009

1 Jim Greenfield 8
2 Doug Brown 11
3 John Meyer 13
4 Bill Betts, Jr. 14
5 Bill McLaughlin 21
6 Connie Miller 22
7 Not a USSCA member 23
8 Newt Wettle 24
9 Susan Mallows 27
10 Judy Lazo 32
11 Dick Saunders 40
12 Bill D'Autrechy 40
13 Mike Wheeler 48

Mendelblatt is Florida Champ
Florida Regionals
Sarasota SS - Sarasota, FL
October 11-12, 2008

1 David Mendelblatt
2 Joe Blouin
3 Fred Hutchinson
4 Chris Gates
5 Reed Hutchinson
6 Tony Elliot
7 David Hartman
8 Ursula Olson
9 Paul Strauley
10 Mindy Strauley
11 Rita Steele
12 Bob Harding
13 Cindy Clifton
14 Jim Somers
15 Dave Kaighin
16 Phil Mewhinney
17 Darrin O’Neal
18 Damien Lin
19 Dan Kresge
20 Ed Carney
21 Ryan Kresge

2009 Sunfish North Americans
James Island Yacht Club, Charleston SC
June 22 - 26, 2009

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Kaukeinen Wins U.S. Championship of Champions in Final Race

By Anne Edwards

The US Sailing Championship of Champions (C of C) regatta was held September 24-27, 2008, at Sayville Yacht Club in Blue Point, NY, and sailed in Sunfish. Commodore Ken Boyle and the members of Sayville YC were wonderful hosts and made us all feel genuinely welcomed. Regatta Chairmen, Paul-Jon Patin and Paul Abel, along with National Chairman Drew Daugherty, did a fantastic job making this a quality event. Our PRO Bill Kirtpatrick and his crew did a great job, under sometimes very difficult circumstances, running a fine regatta. In addition, our judges, Mike Posey, Carol Barrow, Noel Field and Bill Ludlum were friendly and approachable. Thanks to everyone for making this event memorable.

As I sit here writing this article for the Windward Leg, I had to decide whether to write it from a factual prospective or from my own prospective. I have chosen to do it from both.

First, there are several people to thank for getting this annual US Sailing event held in Sunfish. Through Clinton Edwards’ efforts at US Sailing meetings, he was able to get Sunfish back into the O’Day rotation, which is the US Sailing single-handed championship. Paul-Jon Patin, Eduardo Cordero, and Dick Tillman had campaigned to get the C of C in Sunfish. So when PJ heard that the O’Day’s would be in Sunfish this year, he worked hard to get the event - both sailed in NEW Sunfish from LaserPerformance. What an accomplishment that all went off well. Sayville YC stored the boats that were used during the O’Day’s and pulled them out to use for the C of C. Thank you to everyone involved in bringing these two events in our boat, the Sunfish.

Being the only woman to race in this event, I was greeted by several smiling sailors on Wednesday, who all knew my name. This surprised me, but I quickly found out why. Since the winds were predicted to be high at the start of this event, they wanted to know how to rig a Jenv rig and knew the Sunfish Woman would have this valuable information.

But I also learned as we all rigged our boats in preparation for the regatta that every sailor there was honored to have been chosen to compete in this event. Sailors ranged in age from 13 to 70-something, and every one of us had won some type of national championship.

Paul-Jon held a clinic on Wednesday to help everyone rig their boats properly. Every Sunfish sailor there was willing to give advice to any one who had never sailed in a Sunfish.

Racing commenced on Thursday, as winds blew 18-28 mph in a northeasterly direction. We were only able to get two races off the first day. After the second race, too many boats had capsized, and most of those had turtled and gotten their gaffs stuck in the mud. The winds were getting too strong, and for safety reasons, the race committee postponed racing until the next day.

Stephen Smeulders (Pittsford, NY) had a marvelous first day with a second and a first. I want to note that I had capsized before the first race began. My boom went all the way to my bow, and consequently, my dagger board retainer would not hold the dagger board in. Because the dagger board would not stay in, I was unable to right my boat. Stephen saw my dilemma, abandoned his boat, and helped me right mine. We both were exhausted.

With two minutes to spare, we both made it to the starting line. Stephen finished second, and I realized I had a broken eyebolt at the deck that needed repair, so I didn’t start the race. Thanks again, Stephen, for your sportsmanship.

Day two of racing was postponed onshore to allow torrential downpours to pass. Winds were 8-10 in the morning and 5-8 in the afternoon. Our current North American Sunfish Champion, Doug Kaukeinen, took advantage of these winds. With six races held on Friday, Mr. Consistency took the lead over his good friend Mike Ingham, who was representing the Thistle class.

Going into the last day, Doug had a four-point lead over Ingham. The continuing northeasterly breeze prevailed, and rain soaked the competitors and volunteers early on. The winds started out at 12-14, but as the day went on, they dropped to 3-5. The race committee was able to get five more races off. Going into the last race, Ingham was within one point of Kaukeinen. Ingham gained the advantage at the first downwind gate with two boats between them. Kaukeinen worked his way back to put three boats between them and finished second in the race.

Kaukeinen amazed me with his patience and speed. What a great way for him to end his 2008 Sunfish season. Doug Kaukeinen was the Champion of Champions.

Other Sunfish sailors competing were Dick Tillman (Syracuse, IN), who finished 4th; Stephen Smeulders (who qualified in Force 5) finished 6th; Peter Sladovich (New Orleans, LA), who qualified in the Rhodes 10 class, finished 13th.

On a personal note, it was an honor for me to race in this event. I was invited in 2003, but had to decline after Hurricane Katrina hit. I couldn’t find my crew for three weeks; not to mention, Todd’s family losing five family homes. I gained many new friends and had a blast. I had some great races and not so great races. I am proud to have been here, and I finished 10th out of 19.

2008 Championship of Champions
Sayville YC Sayville, NY
September 24-27, 2008

<table>
<thead>
<tr>
<th>Name</th>
<th>Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Doug Kaukeinen (SunfishNA)</td>
<td>33</td>
</tr>
<tr>
<td>Mike Ingham (Thistle)</td>
<td>37</td>
</tr>
<tr>
<td>William Lynn (Sonar)</td>
<td>53</td>
</tr>
<tr>
<td>Dick Tillman (Sunfish-Masters Int'l)</td>
<td>68</td>
</tr>
<tr>
<td>John Baxter (Interclub)</td>
<td>92</td>
</tr>
<tr>
<td>Stephen Smeulders (Force 5)</td>
<td>94</td>
</tr>
<tr>
<td>Cameron Hall (Laser 4.7)</td>
<td>97</td>
</tr>
<tr>
<td>Peter Shope (Frosty)</td>
<td>98T</td>
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<tr>
<td>Ian Schillebeeckx (Inland 20 Scow)</td>
<td>98T</td>
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<tr>
<td>Anne Edwards (Sunfish-WNA)</td>
<td>106</td>
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<tr>
<td>Nightingale (YJ15)</td>
<td>137</td>
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<tr>
<td>Christopher Banholzer (X Boat)</td>
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<td>Peter Sladovich (Rhodes 19)</td>
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<tr>
<td>John Bauer (Highlander)</td>
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<tr>
<td>Mark Le Blanc (2.4m)</td>
<td>154T</td>
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<tr>
<td>Newt Wattis (Mariner)</td>
<td>155</td>
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<tr>
<td>Robert Rowland (Y Flyer)</td>
<td>156</td>
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<tr>
<td>Christopher Williford (Optimist)</td>
<td>159</td>
</tr>
<tr>
<td>Ward Brooks (Narrasketuck)</td>
<td>186</td>
</tr>
</tbody>
</table>
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— Windward Leg - Issue 1, 2009 —
**2009 USSCA Ballot**

MAKE YOUR MEMBERSHIP COUNT—VOTE TODAY!

By Tom Katterheinrich, Nominations Chair

Voting will take place at the 2009 USSCA Annual Meeting and additional nominations may be accepted at the meeting held at James Island Yacht Club, Charleston, SC, scheduled for Thursday, June 25, 2009. You may also vote by mail or email. Mailed or emailed ballots must be received by the USSCA Secretary no later than Wednesday, June 17, 2009 (if mailed, postmarked no later than Monday, June 15, 2009, if emailed must be email tagged no later than Wednesday, June 17, 2009), or be submitted by the declared poll closing at the USSCA Annual Meeting at James Island Yacht Club, Charleston, SC.

All terms for elected officials will begin after the 2009 North American Championships. You may photocopy this page or print a ballot from the Class website at www.sunfishclass.org. Send your completed ballots to:

Gail M. Turluck, USSCA Secretary
1245 West Gull Lake Drive
Richland, MI 49083

or email: turluck "at" comcast "dot" net. One ballot per USSCA member. Duplicate ballots shall be destroyed.

**IMPORTANT**

(1) Ballots without a sail number will not be counted for officer elections.  
(2) Ballots without sail number and legible Region will not be counted for Regional Representative election

**Voter Eligibility**

1. To establish voter eligibility, enter your Sail Number as shown on your USSCA membership card:

2. Print the name of your Region:

**Officer election:**

Secretary - vote for one.

Gail Turluck
Write in Candidate

Advisory Council Representative nominees

vote for two.

Thomas Whitehurst
Christopher Williams
Write in Candidate

Master Events Coordinator - vote for one.

Frederick Haselmann
Write in Candidate

**Regional Representative**

1. You must be registered in the Region to be eligible to vote for your Regional Representative.  
2. Vote only for your Region.

Gulf Coast - AL, AR, FL Panhandle, LA, MS

Brent Evans
Write in Candidate

Midwest - IA, IL, IN, KY, MI, MN, MO, OH, WI

Tom L. Katterheinrich
Write in Candidate

Southwest - CO, KS, NE, NM, OK, TX

Ellen Burks
Write in Candidate

West - AK, AZ, CA, HI, ID, MT, ND, NV, OR, SD, UT, WA, WY

Jennie McCarthy
Write in Candidate

Individuals interested in serving in USSCA leadership are asked to contact Tom Katterheinrich as soon as possible for 2010 positions.

**Nominations Coordinator** - vote for one.

Tom L. Katterheinrich
Write in Candidate

**Regional Representative**

1. You must be registered in the Region to be eligible to vote for your Regional Representative.  
2. Vote only for your Region.

Gulf Coast - AL, AR, FL Panhandle, LA, MS

Brent Evans
Write in Candidate

Midwest - IA, IL, IN, KY, MI, MN, MO, OH, WI

Tom L. Katterheinrich
Write in Candidate

Southwest - CO, KS, NE, NM, OK, TX

Ellen Burks
Write in Candidate

West - AK, AZ, CA, HI, ID, MT, ND, NV, OR, SD, UT, WA, WY

Jennie McCarthy
Write in Candidate

Individuals interested in serving in USSCA leadership are asked to contact Tom Katterheinrich as soon as possible for 2010 positions.

**United States Sunfish Class Association**

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