Upcoming Championship Dates
- Women's North American Championship, Lake Bluff Yacht Club, Lake Bluff, Illinois, September 7-8, 2014
- Youth World Championship, Camp Seagull, North Carolina, October 8-11, 2014
- World Championship, Camp Seagull, North Carolina, October 12-18, 2014
- 2014 South American Championship, Paracas, Peru, November 17-21, 2014
- XXII Central American & Caribbean Games, Veracruz, Mexico, November 23-29, 2014

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Stormy 2013 World Championship to Alexander Zimmermann
by Gail M. Turluck

After almost a year of planning, started by a conversation between ISCA President Paul-Jon Patin and Regatta Chair Connie Miller, plans came together for the 2013 World Championship held at Lewes Yacht Club in Lewes, Delaware, October 5-11.

As the sailors arrived to rig their boats and enjoy a couple practice races, it seemed summer might hang on, as temperatures were in the 80's with light to medium breezes. Ah, but that was not to be.

Under the direction of Principal Race Officer Taryn Teague, who came to the Sunfish Class with strong recommendations and credentials, the Race Committee was filled out with Lewes Yacht Club members.

This World Championship was a bring your own boat event (or charter). Thanks go to The Dinghy Shop and Jim Koehler for great charter support and having a good stock of parts for other competitors. A job well done. Thanks to the efforts of Paul-Jon Patin and Ned Jones manufacturer Laser-Performance came forward with matching sails for the entire fleet, making the equipment as uniform as possible.

The first day of the Championship, Monday, had Race 1 start in winds of 20-25 off shore, that at the start punched to over 30 in advance of a strong line squall that had sustained winds of 50 mph for 15-20 minutes, according to reliable reports, and the air temperatures dropped. Sailors were grateful the

Jetty sign "Danger" a meaningful backdrop for the fleet at the World Championship at Lewes. Photo by Ron MacArthur.

What did you do to prepare for the 2013 Sunfish World Championship?
I would have loved to have sailed my Sunfish a lot more before the World Championship, but unfortunately there were none in Perth, Australia, where I have lived since February 2013. I remain fit by biking, doing some hiking bench training, a few match race regattas for Australia University Sport, combined with training sessions and regattas in my Laser. I take notes of every regatta and training session I do, so I guess that helps me to keep improving.

Do you have a special diet you follow for sail racing training?
I like eating lean and healthy, but sometimes I give myself treats, such as big meals which I find is a great way to enjoy myself around family or teammates. Dinners at Lewes Yacht Club were amazing, though.

Also, big thanks to Mom for joining me while waking up at 6:00 a.m. to do some massive breakfasts:
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At the Masthead ...

Preparing this newsletter for the Sunfish Class is a special honor. I am striving to do an outstanding job, but I need the Class member’s help and our regatta hosts’ help.

Regatta results are critical to this publication. There are approximately 15 different scoring programs being used for Sunfish events, and some still are only scored with pencil and paper. To facilitate prompt processing of your regatta and event’s results (AND STORY), it is critical that they be emailed directly to me in an IBM document format. Scans of printed pages, PDF, and JPEG files make for very time-consuming data entry (please do not send them). Think for a moment: easily 250 regattas a year, times an average of 20 sailors per regatta, means 5000 scoring lines! Formatting the reported regatta scores involves setting a search and replace for each regatta to put those nice dashes between each finish (one click each race scored), shortening alphabet notations to 2 letters for condensing purposes (one to two clicks for each finish), setting tabs and adjusting the text content to align them properly. So, in each of those scoring lines, with an average of 6 races per regatta, we’re talking about over 30,000 clicks of the mouse. Are your eyes glazed over yet?

Before your regatta starts, please make sure you have a dedicated scoring Chair who understands that the final results, in a document format, must be emailed to me the day the regatta is done. Please email them to Gail Turlock at sunfishnews@gmail.com. A brief story with sailing conditions and notable/fun stuff that happened is great, along with a photo (no hats or sunglasses on winner photos, please!). Thanks for your help!

—Your Editor, Gail M. Turlock

SUNFISH BIBLE-Updated info

The world renowned guide to everything Sunfish, The Sunfish Bible, is in stock and available to sailors for order from book sellers, Sunfish dealers, and other marine gear vendors.

Vendors may contact Sunfish Bible Sales Coordinator Betsy Schmidt for information on case lot pricing and to make shipping arrangements. She is best contacted by email: betsy19742@gmail.com (NEW!).

2015 Pan American Games Country Qualifying Underway

The Pan American Games Sailing Federation has finalized the regatta list that will qualify countries for the 2015 Pan American Games to be held in Toronto, Ontario, Canada, July 10-26, 2014.

Final venue notices and specific sailing competition dates for the Games are not yet announced. The “Open” designation means that men and women eliminate freely to represent their country.

The schedule of Country Qualifiers for the Sunfish Class:

- **SUNFISH OPEN**
  - 2014 U.S. National Championship at Midwinters: 2 Pensacola YC, USA, March 27 – 29
  - 2014 South American Championship: 4 Paracas, Peru, November 17 – 21
  - 2014 North American Championship: 4 Bay Waveland YC, Mississippi, USA July 28 – August 2
  - Host Country: 1
  - TOTAL: 12 spots (12 sailors)

Ecuador and the United States are the first two countries to be qualified for the 2015 Pan American Games in the Sunfish, as Jonathan Martinetti (ECU) finished first and Greg Gust (USA) finished second.

Lima, Peru has been selected as the site for the 2019 XVIII Pan American Games to be held July 26-August 11, as announced by the Pan American Sports Organization in October 2013.

Letters to the Editor

Hey, great newsletter.
—David and Marge Hanselman

Great job on the newsletter! One idea, how about a Racing 101 series, take us noobs through a race from start to finish? Thanks again for the hard work, and do you want another article for the next one?
—Kent Blair

Why, yes, Kent, great idea. See primer this issue. We are looking forward to more of your and Alan Glos’ Sunfish fixin’ columns in the future, including in this issue. Thank you!

At the 2013 World Championship in Lewes, Delaware, the Sunfish Class returned to a World’s tradition with colored racing sails that were issued to all competitors. I thought everyone should know the story about how that came about.

The 2012 World Championship was the first one that LaserPerformance did not supply the boats and sails. Our International President, Paul-Jon Patin, felt that with the loss of the special Worlds sails we had lost an important part of our Class’s marketing. Patin tirelessly worked to bring back World’s sails, and having been on a number of conference calls about them, I can assure you it was not an easy task. Ned Jones, the ISCA Vice President, also deserves credit for his work negotiating with LaserPerformance. And Jim Koehler, the owner of the Dinghy Shop, a Sunfish dealer on Long Island, New York, is due special thanks. He enabled the sails to happen by agreeing to purchase all of them, which he then resold after the regatta. Without Koehler’s support, we probably would not have had the great red, white and blue sails.

I want people to know the effort that went into this and the people who made it happen.
—Chris Williams

WINDWARD LEG

Windward Leg, the official newsletter of the International Sunfish Class Association, is published three times a year for the information and enjoyment of its members and their friends.

Subscriptions are available through membership in the United States Sunfish Class Association. For membership information write:

U.S. Sunfish Class Association
2812 Canon Street
San Diego, CA 92106, USA
www.sunfishclass.org

Informative articles of interest, features, photos and regatta results are sought. When submitting results, include in finish order: full name, hometown and state/country, race-by-race complete finishes, elapsed time for distance races, final scores and a wrap-up including weather conditions and notes about the fun social stuff. Please clearly identify the content of photos and who took them. Send to (email preferred):

Gail M. Turlock
1245 West Gull Lake Drive
Richland, MI 49083
sunfishnews@gmail.com
269.203.7130 (W) 786.358.3605 (F)

Submission deadlines for upcoming issues are:
- Summer 2014: August 31, 2014
- Fall 2014: November 10, 2014

Sponsorship information is available by contacting the Editor.

WINDWARD LEG—VOLUME XCIII, NO. 1
CLASS OFFICE MOVES—NEW CONTACT INFORMATION!

The Sunfish Class welcomes One Design Management as its service provider for office services. When we call the office, our contact will be Sherri Campbell.

The Class is grateful for and extends its thanks to Terry and Peg Beadle for their more than quarter century of service to the Sunfish Class.

2013 WORLD CHAMPIONSHIP, continued

A squall hit while on an upwind leg, though it was nearly impossible to see with the stinging large, heavy raindrops making visibility only a few hundred feet. There were some capsizes, but with the sailors' experience level, most kept sailing and finished the race.

There was a small concern this day that the race course was set rather far (the course was almost in the ocean rather than Delaware Bay), as when the tornado watch was issued it took almost an hour to get all the boats ashore. All will be happy to learn that the sole injured person, John Miller (Connie's husband), who cut his hand on the side of a Sunfish he was helping right from a capsize, got some stitches and is fine.

That line squall was in advance of the remnants of Tropical Storm Karen, that came up the East Coast from Florida and ran into a blocking high. Tuesday's wind was North-northeast 30-35, just close enough to North to provide a small protected area at the north end of the beach in the shadow of the jetty to be able to launch one Sunfish at a time in relative protected conditions. A few sailors launched from the middle of the beach into the high waves. Some were able to successfully break through the waves and get out to the race course, but unfortunately a few boats were tossed back onto the beach and broke equipment. There are some startling videos of boats working to launch and sail that day, like:

http://www.youtube.com/watch?v=WGJvqPhmbx8
http://www.youtube.com/watch?v=Z1rblpowhGw.

Later races Tuesday afternoon were sailed in lightening breezes that dropped gradually to about 10, while the big choppy seas remained. With four races sailed that day, five were completed by this point.

Peru's Alexander Zimmermann bent the straps on his rudder/tiller configuration while launching off the beach on Tuesday. Like so many others, he was facing the prospect of missing a race or two to make the repair. Zimmermann's father, Alex, was competing in the regatta, and senior and junior switched rudder rigs on the water. Alexander proceeded to win the fist two races of the day and ended the day with a lead.

Following racing, Andrey Quintero of Colombia, who had been chatting with Zimmermann about the switch on the water, filed a protest against Zimmermann for illegally changing equipment. Sailors were required by the Sailing Instructions to have their equipment approved before the regatta and changes were only allowed by permission of the Judges.

The Jury disallowed the protest because Quintero did not hail "protest" on the water. The Jury later approved Zimmermann's retroactive request to change equipment (which is allowed if the breakdown happens on the water). Some competitors found this decision questionable because Zimmermann Sr. sailed the entire day with the bent tiller straps, apparently without issue. Had the protest been upheld, Zimmermann's defense of his title would have been over.

The storm intensified and came to a stop just south of Delaware Bay. Winds shifted to the Northeast, removing the protection of Cape May, New Jersey, making a straight fetch from the Atlantic Ocean, building waves onto Lewes Beach. Winds were 30-40 mph, with frequent heavy rain making launching Sunfish nearly impossible. Wednesday morning a shore postponement was signaled. When it became clear conditions would not abate, sailors were released to enjoy a free day. By dinner that evening weather forecasts made it clear that sailing conditions would remain appalling and Thursday's races were abandoned.

So, Lewes Yacht Club set up two tour buses and Connie Miller arranged with competitor Kristen Berry from J/World for VIP tickets to the U.S. Sailboat Show at Annapolis, Maryland, just one-hour away, and over 60 people went to the show. Upon arrival a competitor saw the Weather Channel's Jim Cantore, who has the reputation "you don't want to be where Cantore is," broadcasting just a mile-and-a-half south of the Lewes Yacht Club burgee, Sunfish Flag and competing country flags fly in stiff Southeast breeze post-squall on first day of competition. They were retired for most of the championship to prevent damage.

Gail M. Turlock photo.

Lewes Yacht Club burgesse, Sunfish Flag and competing country flags fly in stiff Southeast breeze post-squall on first day of competition. They were retired for most of the championship to prevent damage. Gail M. Turlock photo.

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Gail M. Turlock photo.

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Gail M. Turlock photo.
2013 WORLD CHAMPIONSHIP, continued

On Friday the Race Committee contemplated further racing. It was still blowing 30+ and the seas were very rough. Teague really did not want to call the regatta, so Paul-Jon Patin launched from a protected ramp, sailed out through Roosevelt Inlet, but turned back before reaching the end of the cut. When he came back Patin said, “A handful of people could sail, but it is very bad and we probably cannot get enough Race Committee out with the (type of support) boats we have.” With much regret they called the regatta.

Lewes Yacht Club was full on to welcome, support and entertain its guests. Sailors were treated to a daily morning repast that featured hot egg and other dishes, fresh fruit, juice, and cereals, and much more as provided and served by a rotation of volunteer club members. The Championship featured nightly social events, as Chair Connie Miller said, “I love parties and have no trouble planning them.”

The Opening Ceremony gala featured in-person welcomes from State and local government officials, the traditional flag raising for each participating country, Class President welcome, and a wonderful meal.

Another evening featured a competitive pizza party featuring local pizzeria’s offerings. They had 40 pizzas delivered. Four of the South American boys were chosen to judge, as they had no idea of the pizzeria’s reputations. The funny thing was, though they had sheets to rate the pizzas and had no idea of what the other’s choices were, they all chose the same pizza to win. The winning pizza was from Annabella’s Italian Restaurant, Pat’s Pizza was second and Grotto Pizza was third, all from the Lewes, Delaware area. Then, the Hopkins family brought ice cream from their dairy and everyone enjoyed sundaes. It was a fun night.

The celebratory Awards Banquet was an expansive spread that everyone enjoyed as they looked back over challenging sailing and such a strong and unceasing Northeaster.

Regatta Chair Miller said, “It was really one of my biggest undertakings of my life and I think all went extremely well, except the dam’ed Northeaster.

“No’easters usually last three days, getting lighter each day. This one blew until the next week Tuesday!!”

ZIMMERMAN INTERVIEW, continued

scrambled eggs with vegetables, bread, oatmeal or cereals or muesli with milk and bananas, and fruit juice, which basically kept me going for the rest of the day.

Did you use a Jens depowering rig? If yes, did you adjust it as the wind strengths changed? If no, what did you do to depower?
Yes, I used a Jens depowering rig on race 1 and race 2. Since I was a kid, probably the wisest advise I got from my Dad was to de-power my sail whenever I felt like it. Despite seeing many of my main competitors without it, I still put it on and it paid off big time.

What did you do to handle conditions in Monday’s storm?
I guess I just kept it together. The regatta was just starting and I was avoiding any unnecessary risks like capsizing or breaking something. It was by far the most wind I had ever raced in 14 years of competition. I was quite impressed the race did not get abandoned and even more stoked to get the wind.

How did you adjust on Tuesday as the wind speed dropped, race by race?
Well, Tuesday for me was a tough one, because my rudder broke while launching and I could not change it until just before the race 3. I sailed the first race with a Jens depowering rig, the second one without the Jens, and then just adjusted my gooseneck throughout the day.

Do you have any special comments about what occurred at Lewes Yacht Club outside of the racing?
Despite the really tough conditions we had, I really enjoyed my time at Lewes Yacht Club. It was great to me because I hadn’t been sailing in a Sunfish since the 2012 World Championship and was also able to meet up with my parents and mates after nine months in Australia. I am really grateful to Connie Miller and the whole organization that made a fantastic event. The Annapolis Boat Show was a sweet event to attend to as well.

Did you get to go home before you returned to Australia?
Nope, unfortunately I had to return straight to Australia and submit a lot of university assignments I had to defer. I did fly back home to Peru in November and got to stay until Christmas, which was great. It was quite full-on, as I had to race two really important events in November called the Bolivarian Games. I raced both in the Sunfish (Gold) and Laser (Bronze) against some really good sailors. There was a small dinner celebration organized by the Peruvian Sunfish Class Association which I found quite nice.

What is it you are doing that has you in Australia?
In Australia I’m a full time student and I enjoy to spend my time off working with the Optimist Fleet of the Western Australian State as well as to train in my Laser every time before I have a competition. I’ve really enjoyed life here.
2013 World Championship winners (front row, left to right): 1st-Alexander Zimmermann; 2nd-Paul-Jon Patin; 4th-Jean Paul de Trazegnies; 5th-Jonathan David Martinetti; Sportsmanship Award-Connie Miller; (back row, left to right): 6th-Antonio Rojas Mayol; 7th-Malcolm Smith; 8th-Alonzo Collantes de Riglos; 10th-Jacobo Margules Cedeño; Top Master-Greg Gust. Gail M. Turluck photo.
**International Sunfish Class Association**

**Balance Sheet Prev Year Comp thru Sept 2013**

As of September 30, 2013

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<td>Total Current Assets</td>
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<td>64,678.24</td>
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**LIABILITIES & EQUITY**

| Liabilities | | | |
| Current Liabilities | | | |
| Accounts Payable* | 1,317.15 | 1,109.04 | 208.11 |
| Total Accounts Payable | 1,317.15 | 1,109.04 | 208.11 |
| Other Current Liabilities | | | |
| Youth World Championship Fees | 0.00 | 2,600.00 | -2,600.00 |
| U.S. Youth Championship Support | 1,033.00 | 1,253.00 | -220.00 |
| World's Records Received | 27,300.00 | 22,200.00 | 5,100.00 |
| Total Current Liabilities | 28,533.00 | 26,033.00 | 2,500.00 |
| Total Liabilities | 29,870.15 | 27,162.04 | 2,708.11 |
| Equity | | | |
| Paid In Balance | 40,803.64 | 40,803.64 | 0.00 |
| Unearned (unearned savings) | -5,065.41 | -2,255.23 | -2,810.18 |
| Net Income | -3,143.23 | 0.00 | 3,143.23 |
| Total Equity | 32,653.18 | 37,156.26 | -4,503.08 |

**TOTAL LIABILITIES & EQUITY**

| | | | |
| 62,463.16 | 64,678.24 | -2,215.08 |

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**International Sunfish Class Association**

**P&L Prev Year Comparison 2012 vs 2011**

Cash Basis

**January through December 2013**

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<th>Ordinary Income/Expense</th>
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**Ordinary Income/Expense**

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<td>422.00</td>
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**International Sunfish Class Association**

**Spring 2014**

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**SAIL WITH INTENSITY**

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2013 WORLD COUNCIL MEETING MINUTES

WORLD COUNCIL MEETING
Lewes Yacht Club, Lewes, Delaware, USA
October 9, 2013

World Council Members Present: Paul-Jon Patin (President), Paul-Jon Patin for Andres Santana (Past President), Paul-Jon P af for Ned Jones (Vice President), Terry Beadle (Secretary), Patricia Manning (Treasurer), Rob Eberle (Chief Measure), Paul-Jon Patin for Andres Santana (ISAF Representative), Larry Mass (Membership Chair), Guillermo Cap­ pelletti for Chris Williams (Advisory Council Representative), Guillermo Cappellotti (Advisory Council Representative), Patricia Manning for Richard W. van der WaI (Aruba), Malcolm Smith (Bermuda), Andrey Quintero for Andres Eduardo Herkrath (Colombia), Patricia Mann­ing for Niet Kort (Curacao), Paul-Jon Patin for Samuel Mendoza (Dominican Republic), Jonathan Marti­netti (Ecuador), Jacobo Margules (Mexico), Juan Carlos Suarez H. (Peru), Paul-Jon Patin for Peter Stanton (US Virgin Islands), Paul-Jon Patin for Richard Chapman (USA), Rodrigo Pavella (Venezuela).

Roll Call: President Patin called the meeting to order at 6:34 p.m. Roll call was taken and it was determined that a quorum was present. Each recognized NSCA was entitled to one vote. The USA with 949 members was entitled to one additional vote, making their total two votes.

Minutes of the Previous Meeting: The minutes of the last meeting were approved as published by email to the World Council members after last year’s meeting.

President’s Report: President Patin reported a breakthrough with builder LaserPerfor­ mance that provided sails for this year’s World Championship. We will have sails for next year’s World Championship and possibly new Sunfish boats. He hopes having the World Championship in the USA will not deter people from coming. He stressed the need for a good regatta chairperson who must have the ability to put their arms around problems and solve them. New sails are a key issue at the World Championship and the youth are key to the Sunfish Class. President Patin mentioned that Measure Eberle has been working with a group to create a set of guidelines for major championship regattas. There was a lot of discussion concerning safety, wind speeds, rules and guidelines with many opinions. The guidelines are almost ready to be reviewed by the Councils and others who may have important information to offer.

President Patin has some major concerns about the level of competitors at the Worlds. He feels we need to make some changes in how we invite sailors to the Worlds. He does not like the Wild Card policy. The World Championship needs to be more inviting to the non-US sailors. He will be working on this and he needs any input the Council members can give.

Vice President’s Report: Vice President Jones has been working with LaserPerformance on the new sail issue for some time. He will continue to work with LaserPerformance on the Sunfish Class issues. He is also working on a bid package for World Championship events.

Treasurer’s Report: Treasurer Manning passed out the financial reports. She noted that ISAF lost money this year due to the publication of the first issue of the newsletter since early 2010. See Treasurer’s Report. It was moved and seconded to approve the financial reports as presented. The motion passed.


The following rule changes approved by the Advisory Council need to be accepted or rejected by the World Council.

Proposed Rule Change #1
Current rule:
3.6.5. Size and Shape. The numbers must be easy to read, rounded in shape and of the following dimensions: Height: 10s 1/2", (254a 13mm), Width: 7s 1/2" (178s 13mm), and Thickness: 1 3/4a 1/4" (45± 6m). 

Proposed new rule:
3.6.5. Size and Shape: Per ISAF Rule G1.2 (height minimum of 300mm and 11 13/16") . All sails put into use after 1/1/2015 must comply with G1.2. For sails put into use before 1/1/2015, the following size and shape are permitted in addition to ISAF Rule G1.2. The numbers must be easy to read, rounded in shape and of the following dimensions: Height: 10s 1/2", (254a 13mm), Width: 7s 1/2" (178s 13mm), and Thickness: 1 3/4a 1/4" (45± 6m).

Rationale: The current 10 inch numbers are hard to get outside the USA. 12 inch numbers are a global standard and readily available in the U.S. and elsewhere. Our numbers will now also comply with the ISAF rules for size.

Proposed Rule Change #2
Current rule:
3.6.5. Placement. Placement shall be as shown on the Measurement Diagram for the sail. Sail numbers shall be placed parallel to and 1± 1/4 inches (25 ± 6mm) from the center of the seam just below the Sunfish emblem, centered under the emblem, with the number on the starboard side placed above the seam and the number on the port side placed below the seam. Space between adjoining numbers shall be 2 ± 1/4 inches (51 ± 6mm).

Proposed new rule:
3.6.5. Placement. Placement shall be as shown on the Measurement Diagram for the sail.

Sail numbers shall be placed parallel to and 1 ± 1/4 inches (25 ± 6mm) from the center of the seam just below the Sunfish emblem, centered under the emblem, with the number on the starboard side placed above the seam and the number on the port side placed below the seam. Space between adjoining numbers per ISAF rule G1.2 (minimum 60mm or 2-3/8")

Rationale: Conforms with ISAF rules.

Proposed Rule changes 1 & 2 were combined and discussed as one rule. The word “minimum” was added to the last line of Rule 2 just before “60.” A motion was made and seconded to approve the amended change. The motion passed.

Proposed Rule Change #3
Current rule:
4.2 ISAFRR 45 ‘Hauling Out; Making Fast; Anchoring’, shall not apply to the International Sunfish Class unless specifically required in writing in the S’s of a race or series of races.

Proposed new rule:
Rule 4.2. Rule deleted. 
Rationale: Per ISAF Rule 86.1(c), class rules may not delete ISAF rule 45. Further, no one knows why our rules would want to delete rule 45.

Proposed Rule change 3 was discussed. A motion was made and seconded to delete Rule 4.2. The motion passed.

Membership Committee Report: The International Sunfish Class currently has fifteen (15) Recognized National Sunfish Class Associations, with a total of 1273 members, consist­ing of 912 (77%) regattas.

Pan-American Games. We incorpo­rate a wide range of male and female 100 pound to 200 pound sailors that can race at the World level and we have to be the voice of that. We have to keep ISAF understanding that we are playing within their rules. ISAF is a big part of what we are. The Pan-American component is where we are going to be ramp up and we have to take the opportu­nity in the next year to grow places and get countries to have boats at the Pan-American Games and have a major regatta there.

Election of Advisory Council Members: Secretary Beadle asked for nominations from the floor. Each NSCA made its nominations and twelve nominations were made. The countries adjusted the nominations to ten which is the maximum allowed by the Constitution.

The following slate of members was elected: Chris Williams - USA; James Koehler - USA; Damian Payne - Bermuda; Guillermo Cappellotti - Peru; Juan Carlos Suarez - Peru; Rich­ard van der Wal - Aruba; Arld van Aanholt - Curacao; David E. Gonzalez - Venezuela; Nicholas Hernandez - Colombia; Carlos Alisambra - Colombia.

Old Business:
A. Annual Dues: Beadle. No Action taken.

B. Requirement for all NSCA’s to have an up to date email address: Beadle. Secretary Beadle reminded everyone to submit an updated email address for their NCs.

C. Class Rules: Measure Eberle passed out a list of Class Rule amendments that have been approved by ISAF. He explained the list and asked if anyone had seen any violations. None were reported.

New Business:
A. Venues for the 2014 and 2015 World Championships: Patin. 2014 World Championship and 2014 Youth World Championship – Camp Sea Gull, Arapahoe, North Carolina, late September or mid October. The camp is like a YMCA for sailing. They serve 4200 campers in the summer. It is a summer camp to teach sailing. They use Sunfish to teach sailing. They also have golf, tennis, zip lines, etc. They have cabins on site and have motels nearby. They also have a large dining hall on site. A presentation was given to the World Council. This Camp Sea Gull Powerpoint presentation is on the Class web site.

2015 World Championship – It appears that Paracas, Peru will be the site. Paracas is 250 km south of Lima, Peru. It is a beautiful area with tourists, hotels on the beach and it is a natural resort. It is sunny with cool waters and 8-25 knots of wind. There will be no sailing before noon. A presentation was given to the World Council. This Peru Powerpoint presenta­tion is on the Class web site. 2016, 2017 World Championships – Columbia and Ecuador are possible sites.


C. Honorary Lifetime Membership Nominations: Patricia Manning was nominated and awarded a lifetime membership for her long time service as Class Treasurer.

D. Windward Leg Newsletter Status: For now the newsletter will continue in print form only. We will be reassessing its future over the winter months.

E. Web Site Status: The Class will be switching to a different server to speed up the site.

Eric Woodman is creating a proposal for an email system that will send emails to members when there has been an update to their Region’s page or any national page.
ISCA PRESIDENT'S CORNER
by Paul-Jon Patin
Pointing the direction for the International Class for 2014 and out five years from now!! (Dreams, ideas, hopes ...)

2013 was a great year for the Sunfish Class. Despite an unusually bizarre set of weather circumstances that held a Nor'easter in check off the coast of the Carolinas for 10 days, we had a terrific World Championship in Lewes, Delaware, in so many ways. We had a solid seven countries compete. We crowned a Two-time World Champion, Alexander Zimmer, whose consistency in the five-race no-throw out series was the key to victory. Every race had different conditions from a 40+ knot squall in Race 1 to a 5-knot, current laden, left over sea in Race 5. The racing, although only possible on just the first two days, gave us epic beach video of launching that brought us into the headlines for six straight days in the international "Scuttlebutt" e-newsletter, not to mention numerous coverage on various internet and local media sources. The three days, along with "crack coordination and planning on the fly" by Regatta Chair Connie Miller, led to classic Sunfish camaraderie, evening games, meals, and a trip to the U.S. Boat Show in Annapolis, Maryland.

In February the Boards of Directors of both ISCA and USSCA voted to move the administrative duties of the Class Office to One Design Management (ODM) in San Diego, California. ODM is a professional organization that handles many one-design classes including Snipe and Laser. We're excited to have them handling the duties of the Sunfish Class and are looking forward to a long relationship with them. Our primary contact will be Sherri Campbell.

As many of you know, for the last 27 years Terry and Peg Beadle have run the Sunfish Class Office and managed World Championship registration. They have been the faces and voices of leadership and set the tone for class camaraderie not only at World Championships but also at the North American Championships and countless US regattas as they served both ISCA and USSCA. Terry and Peg have been a large part of the personality the Class since the late 1980s when Terry took over the position of Class Secretary and Class Office from then President Alan Scharfe. They have been at the helm of operations through the days of Pearson, Sunfish-Laser, Vanguard and LaserPerformance and helped guide us smoothly through all of these times. Terry and I spoke earlier in 2013, and, after some thorough discussion, we agreed that this would be an opportune time to transition the Class Office since the World Championship is in the U.S. in October and then Peru in 2015. Terry has been instrumental in coordinating the move of the office and felt it was prudent to allow duties of the Secretary to be part of the World Championship coordination so he resigned his position as Class Secretary.

Although ODM will handle the majority of the administrative duties, I felt that the position of Secretary for ISCA should remain independent of the Class Office. I have asked long-time Sunfish Class member Vicki Palmer to serve as interim Secretary and to be present at the Sunfish World Council Meeting in October. In addition, I have asked her to serve as a liaison to the Race Committee at the World Championship and to assist the PRO on the water as a representative of the Class at both the Youth and Open World Championships. I hope to continue having a Class representative at future championships to help assist in this manner.

Lastly, I have asked Vicki to act as Chair for the Youth World Championship as the Sunfish Class representative. Vicki was excited about the opportunities, gladly accepted and I am confident with Vicki's knowledge of the Class, her race committee experience and her exceptional people skills that we are to be well served.

Please join me in reaching out and thanking Terry and Peg Beadle for their many years of tremendous service. I have indicated my desire to have Peg join Terry on our prestigious list of Honorary Life members when the World Council next meets.

Stay tuned, sail smart, and have a blast sailing and racing your Sunfish in 2014!

SUNFISH CLASS WEB SITE ADDS EMAIL FEATURE
by Eric Woodman
The Sunfish Class web site now has email service available. Some of you have already started receiving emails when relevant content is posted. If you are not, it is because either you don't have an email address on file with the Class (or what's on file is incorrect) or you are not a Class Member.

The good news is everyone can sign up to receive email alerts. How?
1) Go to http://sunfishclass.org/subscribe.
2) Enter your email address.
3) Pick the lists you want to join.
4) Press the "Subscribe" button.
You will receive confirmation emails for each of the options you have chosen. Be sure to open and respond to each confirmation message to finish the process.

That's it! You will then receive an email each time new information is posted, with a link to the relevant page.
2013 ADVISORY COUNCIL MEETING MINUTES

ADVISORY COUNCIL MEETING
Lewes Yacht Club-Lewes, Delaware, USA
October 7, 2013

Advisory Council Members Present: Chris Williams (Chairman, USA), Rob Eberle (Chief Measurer), Rob Eberle for Paul van Alphen (Holland), Rob Eberle for Piet Bankersen (Holland), Guillermo Cappelleti (Peru), Alex Zimmerman (Peru), Jim Koehler (USA), Rod Favela for Jose Vincente Gutierrez (Venezuela), Paul-Jon Patlin for Andres Santana (ISAF Representative)

Roll Call: Acting Chairman Cappelleti called the meeting to order at 6:45 p.m. Roll call was taken and it was determined that a quorum was present.

Minutes of the Previous Meeting: The minutes of the previous meeting as distributed by email to the Advisory Council Members were approved.

Old Business:
1. Measurer Eberle passed out a list of Class rule amendments that have been approved by ISAF. See attachment Class Rule Amendments.

New Business:
1. Proposed Rule 4.2 Change. Rule to be deleted: 4.2 ISAFRR 45 ‘Hauling Out; Making Fast; Anchoring’, shall not apply to the International Sunfish Class unless specifically required in writing in the Sailing Instructions of a race or series of races.

ISAF requested that we remove this rule because it conflicts with ISAF Rule 86.1. There was considerable discussion as to why the ISAF request was made and why we have Rule 4.2. It was finally decided to delete Rule 4.2.

A motion was made, seconded and passed to delete Rule 4.2.

2. Change sail number size to 12 inches.

Willo Cappelleti requested we change the size of our sail numbers from 10 inches to 12 inches. 10 inch sail numbers are difficult for the South American NSCA’s to purchase. After much discussion it was agreed that we would change to 12 inch sail numbers. Changes will be made to the sail number Size & Shape and Placement in the ISCA Rules to meet the specifications of ISAF Rule G1.2.

A motion was made, seconded and passed to change the size of sails to 12 inches. The sail will be made in 12 inch numbers and the request will be sent to ISAF for approval.

3. Measurer Eberle has been working with a group to create a set of guidelines for major championship events. A lot of discussion took place about wind speed limits, low and high. Guidelines versus rules were discussed. Measurer Eberle passed out his draft of the Guidelines to the Advisory Council members to review and send their comments to him.

4. Some other comments were brought up and discussed with no actions taken.

2013 WORLD COUNCIL MEETING MINUTES, Continued

Members may opt out of this if they want by replying to one of their emails.

F. Handbook Status - No plans for a Class Handbook at this time. Is there interest? If there is interest and money available to do it, Gail Turflock may be interested in taking on the project.

G. Next Year’s World Championship Equipment - No action taken due to the possibility of new boats being available for charter.

Adjournment: The meeting was adjourned at 9:31 p.m.

Respectfully submitted,
Terry A. Beadle, ISCA Secretary

Summary of Advisory Council Report: Chairman Williams will prepare the Summary of the Advisory Council Report to be delivered at the World Council meeting.

Adjournment: The meeting was adjourned at 8:21 p.m.

Respectfully submitted,
Terry A. Beadle, ISCA Secretary

CLASS MEASURER REPORT
Report on Rule Changes, Challenges and Interpretations, October 7, 2013

Recent rule changes recently approved by ISAF that can be made effective as of December 15, 2013.

Rule 3.7.2 Amended rule to read: “One or two halyards may be used. Halyards may be of any length and diameter. The running end of one halyard may be used to create a boom vang and/or to pull the boom out in tight air. A single purchase loop may be tied in each halyard to help draw the halyard tight, provided the sail can be quickly lowered in an emergency.”

Rules 3.7.3 & 3.7.4 Simple change in both these rules for consistency with new Rule 3.7.2 to make the word “halyard” plural.

Rule 3.8.6 (New Rule approved by ISAF) New rule to read: “National Letters when required shall be applied as shown on the Measurement Diagrams for the sail. The National Letters on the starboard side shall be placed in the third panel from the bottom of the sail. The bottom of the letters on the starboard side shall be parallel to the seam below the panel, and 1 & 1/4” (25+/-6mm) from the center of that seam. The letter closest to the leech shall be a minimum of 2-3/8” (60mm) and a maximum of 4-3/4” (120mm) from the leach. The letters on the port side shall be placed in the second panel from the bottom of the sail. The top of the letters on the port side shall be parallel to the seam above the panel, and 1 & 1/4” (25+/-6mm) from the center of that seam. The letter closest to the leach shall be a minimum of 2-3/8” (60mm) and a maximum of 4-3/4” (120mm) from the leach. This changes RRS G1.3(c)”.

Rule Challenges & Interpretations to ISCA Class Rules voted on at the last World Council Meeting October, 2012, are currently in effect and posted on the Class web site with photographs.

Additional changes to our rules are still needed, mostly to reflect new equipment provided by the Builder. These changes should hopefully be completed during 2014.

Initial draft of new ISAF “Rules of Conduct for Conducting Major Championship Regattas” completed.

—Rob Eberle, Chief Measurer

FOIL PRODUCTION BEGINS AT LASERPERFORMANCE

LaserPerformance announced today that they have moved all foil production from China to the factory in Portsmouth, Rhode Island, United States. The first foil was completed today and the entire line of foils is now exclusively built in the LaserPerformance facility in Portsmouth, Rhode Island.

“We started a factory in China and realized how valuable this operation was to our business – so we moved it to Portsmouth,” said company Chairman Bill Crane.

LaserPerformance has already hired 15 full time employees in Portsmouth for foil production and plans to hire 22 full time employees by the end of the year. In an effort to be both more financially and environmentally responsible, this important step is only the first of several major moves from LaserPerformance in bringing jobs back to the USA.

“We wanted to make a state-of-the-art manufacturing facility for foils for our boats and for those of our competition. Strategically, we think this technology is incredibly valuable and had to integrate it with what we are doing in the Rhode Island facility,” said Crane.

Manufacturing in Portsmouth also means improvements in production technology. The new foils incorporate closed-molding ‘infused’ technology that is currently being implemented throughout LaserPerformance for its entire GRP product line, beginning with the Z420. This technique produces a number of tangible advantages including: repeatability, better structural integrity, and a lower amount of released volatile organic compounds.

“We’re proud of what we’ve accomplished in supporting the local economy and bringing jobs back to the USA,” stated Crane.
Only 72 of these very special Sunfish World Championship boats will ever be made.

After the races, bring a 2014 Sunfish home.

Take home a Sunfish Racing Model, plus Seitech Dolly, for just $4,295. That’s a $970 discount.

* $250 deposit required by Sept 30. Pick up your boat after the Worlds. Shipping available, shipping cost based on your location. Price after Oct 1 $4,495.


SunfishLaser.com is a division of Triton Yachts, dealers (and sailors) of Sunfish and Laser sailboats for over 25 years.
Sunfish World Championship at Camp Sea Gull on the coast of North Carolina

October 8 – 18, 2014
Youth World Championship October 8 – 11
World Championship October 11 – 18

Sunfish

Camp Sea Gull for boys and Camp Seafarer for girls, branches of the YMCA of the Triangle, are located in Arapahoe, N.C., on a five-mile-wide stretch of open water on the Neuse River. Our unique coastal location provides more than 3,000 feet of shoreline to support our comprehensive seamanship program, extensive fleet of boats, and traditional camp activities. Competitive sailors will find this the perfect venue for hosting regattas, clinics and water-oriented activities.

For Regatta information, contact
Mary Laurence McMillan at
ML.McMillan@seagull-seafarer.org

Premier Regatta Venue • Spacious dining hall • Beach launch for Sunfish • Boat ramp
On-site lodging and parking • 60’ spectator boat • Round-trip airport transportation
2014 INTERNATIONAL MASTERS CHAMPIONSHIP

by Greg Gust

The Sunfish Midwinter Championships week (International Masters, US National Team Race, and Midwinters) opened with chilly, breezy conditions, shortening day one’s racing, causing abandonment of day three’s racing due to high onshore winds, and precluding a discard race for competitors due to not having 7 races sailed of a planned total 13.

Notable was a fleet-wide adaptation of the newly approved three-line, two-halyard system for controlling the gaff, making depowering a more deliberate system.

Sailors battled the shifty winds in Pensacola. The wind was offshore for all the races which caused it to shift considerably. It was difficult to pick the correct side of the race course, but if you committed to one side, the wind usually shifted back for you. Winds were moderate within the 3-15 knot range. Greg Gust sailed a great first day with a 1-5-1, followed by Hank Saurage just three points behind.

The second day of racing, Monday, started in good wind that died off during the last race. Gust finished the day with a 2-2-3, followed closely by Saurage only 4 points behind. The race for third place was highly contested, with a three-way tie. Rich Chapman got the best of the tie-breaker for 3rd, followed by Todd Edwards, fourth, and Gail Hauser, fifth.

The third and final day, races were cancelled due to storms which left time for sailors to taste the drink of the regatta which was Pensacola Yacht Club’s “Bushwacker.” This was a fun regatta which included serious racing, social event at the club, and a field trip to the Pensacola Naval Air Museum. It was good to see old friends and meet new ones.

2014 Sunfish International Masters Championship
Pensacola Yacht Club, Pensacola, Florida
March 22-23, 2014

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<th>Master</th>
<th>Tot</th>
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<td>2. Rich Chapman</td>
<td>3-1-19-8-10-1</td>
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<td>3. Todd Edwards</td>
<td>4-11-11-1-5-10</td>
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<td>11-9-4-6-6-6</td>
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<td>5. Tom Whitehurst</td>
<td>6-2-7-3-21-23</td>
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<td>35-14-35-31-42-33</td>
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<td>15. Romeo Piperno</td>
<td>30-33-37-40-42</td>
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At the Masters regattas it’s all about the age groups!


The younger age groups from the 2014 International Masters Championship.

### 2013 WORLD CHAMPIONSHIP RESULTS

1. Alexander Zimmerman  PER  1 1 2 4 11  19
2. Paul-Jon Patin       USA  7 4 3 8 2   22
3. David Mendelblatt   USA  5 5 4 5 3   22
4. Jean Paul de Trazegnies ECU  4 6 5 13 1  29
5. Jonathan David Martinetti ECU  15 8 6 16 6  53
6. Antonio Rojas Mayol  COL  10 10 7 8 16  53
7. Malcolm Smith       SBR  2 8 13 7 17  54
8. Alonzo Collantes de Riglos (Y) PER  23 13 10 1 9  56
9. Hank Sauarage       USA  3 12 9 18 14  56
10. Jacobo Margules Cedeno MEX  9 11 11 17  57
11. Greg Gust          USA  16 22 6 12 5  61
12. Arianna Villena    ECU  30 21 22 2 4  79
13. Alex Zimmerman    PER  20 16 23 15 7  81
14. Guillermo Cappelletti (Y) PER  19 17 14 24 87
15. David Gonzalez Arna (Y) VEN  16 18 12 22 32 100
16. Julian Ramirez     COL  27 33 26 10 12 107
17. Rodrigo Favela     VEN  29 14 18 27 21 109
18. Andrey Quintero    COL  6 2 1 OCS 26 110
19. Augusto Montes Barreda (Y) VEN  25 18 21 23 25 112
20. Jose Fernando Boccalandro (Y) VEN  32 21 16 9 35 113
21. Guido Bertocci    USA  31 25 35 21 13 125
22. Todd Edwards       USA  8 DNF 19 3 23 126
23. Bill Brangiforte   USA  14 28 27 24 38 131
24. Gail Heusler       USA  28 32 24 25 22 131
25. Julio D. Silva Gutierrez VEN  17 20 14 7 DNF 133
26. Harrick Morgan (Y) VEN  33 24 28 20 28 133
27. Rob Eberle        USA  24 23 28 28 34 138
28. Carlos Abisambra  USA  12 11 32 OCS 20 150
29. Lee Montana       USA  39 29 30 29 29 152
30. Brian McGinnis    USA  DNF 17 15 34 15 156
31. Juan Carlos Suarez Herrera PER  36 35 33 45 2 181
32. Lawrence Suter    USA  37 27 26 OCS 19 184
33. Ronald McHenry    USA  21 DNF 36 30 36 198
34. Bryan Bahler      USA  53 37 34 39 37 200
35. Kevin Buruchien  USA  22 DNF DNF 10 201
36. John Meyer        USA  38 31 37 38 57 201
37. John Birckt Tamaritz (Y) ECU  45 29 20 33 OCS 202
38. Ryosuke Sakai     USA  56 47 32 39 210
39. Steven Evans      USA  34 34 31 DNF 40 214
40. Cai Flynn        USA  41 33 41 37 OCS 227
41. Alex Dean        USA  49 41 45 41 51 227
42. Les Pielph       USA  51 DNF 39 26 46 237
43. Laurence Mass    USA  60 36 49 46 48 241
44. Jim Fille        USA  46 39 43 42 43 243
45. John Wisniewski  USA  57 45 47 42 60 251
46. Jake Hale      USA  DNF 45 44 45 43 252
47. Doris Aschman    USA  54 DNF 36 30 50 253
48. Gail Turluck    USA  43 DNS 40 44 54 256
49. William Kresic   USA  47 DNF DNF 31 33 261
50. Scott Greenbaum  USA  18 DNF DNF DNF 27 271
51. Matias Dyck      ECU  30 DNF DNF DNF 8 272
52. Nick Carter      USA  DNF 43 48 7 49 272
53. Robert Wittall   USA  RET 44 46 51 58 274
54. Benn Smith (Y)   BER  26 DNF DNF DNF 31 282
55. Sonya Dean       USA  59 DNF 50 43 55 282
56. David Miller     USA  50 40 DNF DNF 47 287
57. Nancy Jaywork    USA  48 DNF DNF DNF 30 303
58. Chad Cordero     USA  11 DNS DNS DNS DNS 311
59. Daniell Schould (Y) USA  DNF DNF DNF 49 44 318
60. Chris Gates      USA  55 DNS DNS DNS 41 321
61. Eric Woodman     USA  44 DNF DNF DNF 53 322
62. Tom Katterheinrich USA  52 DNS DNS DNS 45 322
63. Spencer Copeland (Y) USA  DNF DNF DNF 46 56 327
64. Constance Miller USA  59 DNS DNS DNS 49 332
65. Kristen Berry   USA  45 DNS DNS DNS 50 61 336
66. Anne Edwards    USA  49 DNS DNS DNS 349 340
67. Ryan Messina     USA  42 DNF DNF DNF 342 342
68. Sally Rust       USA  DNF DNF DNS 52 352
69. Elizabeth Hauschild (Y) USA  DNF DNF DNS 62 362
70. Edward Kingman  USA  DNS DNS DNS 63 363
71. Nicky Enthoven  USA  DNS DNS DNS DNS 375
72. David Nielsen   USA  DNS DNS DNS DNS 375
73. Peter Wells      USA  DNS DNS DNS DNS 375
74. Keiji Toriyasu  USA  DNS DNS DNS DNS 375

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### THE SUNFISH SURVEY

by Gail M. Turluck

Highlights of the survey: People join to be eligible for championships, support the Class, and get the newsletter. Almost no Fleets report their Champion, fewer award the Black Chevron. High interest in Fleets visiting sailing schools to let kids try the Sunfish. Sunfish sailors own many other types of boats, too. Many have loaned their Sunfish. Many will loan for learn to sail. Many will loan for a day sail. For the most the most will loan for racing. About a third would ship their boat to an off-continent World Championship. About a third would go to Mexico. To attend Midwinters, sailors concerns are time off, it must be in a warm climate, and to some extent, expense. Sunfish sailors want workshops, particularly for rigging the Mast De powersing Rig, but also repairing, inspection ports, rigging a used boat, building a dolly, and trailer racks. About half of Sunfish members will travel in their Region and half will travel almost anywhere. 84% of respondents want to keep the printed newsletter, 96% are willing to pay higher dues to keep it. Six potential sponsors identified themselves. 94% want a digital edition, most with a delay for the public. A printed Regatta Schedule is up 53-51. Little support for current North American scheduling policy; local need prevailed. If North Americans was held West, 30% would go. Having Youth North Americans separate is a potential interest as well as a Youth World Qualifier. Sanctioning fee was a no. Moderate interest in social Sunfish event. Regatta sites sought include Europe, Bermuda, Mediterranean, Latin America, Greece, any America's Cup venue, Hawaii and new U.S. sites. Want more detail? Email sunfishnews@gmail.com.
RACING 101

by Gail M. Turluck

So, you want to take your Sunfish and go sail in a race. What to do?

Acquire a copy of the “Racing Rules of Sailing.” You can get them as a free download from International Sailing Federation (www.sailing.org) or in book form from US Sailing (free with membership or for a fee without membership). Start by reading the Definitions. Then concentrate on the Rules in Part 2—those are what will be applied 98% of the time you are racing. You might read over the section on Scoring, just so you have an idea of how a series of races, “a regatta,” is scored.

Familiarize yourself with the variety of racing courses that are available to Race Committees. Many regattas today are running Windward-Leeward courses, but you may also sail triangle, trapezoid, Digital N, and other designations and course combinations.

Next, join the Sunfish Class so you get the Regatta Schedule and can pick a regatta that is nearby you. Then, find out what the entry requirements are, and if advance registration and payment is required, get it sent in. If not, pack up your boat, your sail, sail clips or ties, mast, boom and gaff, halyard, mainsheet, rudder set and daggerboard, sponge, life jacket, timing watch, water bottle, sunscreen, wind breaker, boat dolly (if you have one), and drive to the regatta site. Allow at least an hour and a half to set up your boat, get registered, and to be prepared for the “Skipper’s Meeting” where the hosts will finish describing local details for the regatta. Other racers will volunteer to help you unload your boat from your vehicle or trailer. When you arrive, concentrate on getting your boat rigged and ready to leave shore. Most regattas start racing promptly after the Skipper’s Meeting. After your boat is rigged, find the regatta registration station, complete your registration and pay your regatta fees.

Attend the Skipper’s Meeting. Be sure to ask questions about anything that is not clear to you. Other sailors will want to help you and ensure that you have a fun experience. Strive to be among the first to leave shore for the starting area. Be sure to check in with the Race Committee if the Sailing Instructions require you to do so. In most cases the Race Committee will be on a boat at the starboard end of the Starting Line with a buoy deployed as the port end of the Starting Line. The Starting Line is imaginary between the two; your goal is to be sailing as fast as you can and cross the Starting Line when the countdown to the start is at 0:00. Most commonly all the boats start on starboard tack going upwind to cross the starting line, and they work carefully to make sure they do not collide with another boat while approaching the start.

The first leg of the race in most cases is upwind, or a beat course. This point of sailing calls for the need for the racers to sail a zig-zag course to get to the first, or beat, mark, which in most cases is turned to the port side of the boat. Due to the laws of physics, it is impossible to sail straight into the direction the wind is from; to get lift from the foil shape of the sail, a sailboat must make a course approximately 45° away from the wind direction. By tacking back and forth, the sailboat makes progress towards the first mark that is commonly set directly into the wind. The Racing Rules of Sailing define how boats have the right of way as they sail toward the marks of the course. The goal is to sail to the beat mark as quickly and directly as possible, without fouling another boat, and to turn the mark as close as possible without hitting it.

After rounding the first mark, the racer turns the boat immediately and directly to the course to the second mark. If it is a triangle race course the turn will be approximately 45°, causing the wind to blow across the beam of the boat on the point of sail called “reach.” Sail to the next mark, make a 90° turn back towards the area of the start to the “leeward” mark. If it is a windward-leeward race course, the turn will be approximately 180°, to go back towards the direction the starting line was located on what is called a “run,” with the wind blowing from behind the boat. In most cases you will turn a mark in the area of the starting line, beat back to the windward mark, turn 180° and run downwind to the “finish line.” The finish line is an imaginary line between a buoy and a Race Committee boat, sailed through directly from the direction of the previous mark. You know you have gone around the course correctly when you can pull a string around the buoys and each one is turned in the designated direction by doing so.

At a Sunfish regatta it is likely that you will sail three to six races in one day. Some regattas are one day long, some two days long, and some major championships may have five days of racing. Some have a lunch break, some start after lunch, and some have racers eat their lunch on their boats on the water.

When you come off the water each day, after time to prepare the scores, the Race Committee will post the results. You may check the scores to make sure they are correct. After the last race of the regatta is sailed, you will sail in, unrig and pack up your Sunfish. Again, Sunfish sailors volunteer freely to help each other load their boats onto their vehicles and trailers. Then the Regatta Committee will hold a brief awards program. There may or may not be a dinner or social event as part of the awards program. Sailors commonly bring a fresh change of clothes to wear for the awards ceremony and the drive home. Sailors usually stay until the awards ceremony is complete to congratulate those who did well, share stories about their experiences, and make plans for attending upcoming regattas.

The best way to learn how to go to a regatta is to simply get your boat together and go to one! At my first Sunfish regatta as a boat owner I had all kinds of things rigged “wrong,” but after talking with the other sailors and making changes, I found my racing performance improved. As the old saying goes, practice makes perfect. Well, almost. I still don’t have that World Championship under my belt.
International Regatta Results

Bahamas Olympic Regatta
Nassau Yacht Club, Nassau, Bahamas
June 14-15, 2014

1. Paloma Cartwright (1)-1-1-1-1-1 6
2. Luke Browning 2-2-2-(4)-3-2-2 13
3. Daisy Tinkler 3-(4)-4-2-2-4 18
4. Kaylen Davis (4)-3-3-6-6-4 20
5. Antonie Dean (7)-7-5-7-6-5 36
6. Faith Curry/ Marquill Pinler (5)-5-6-6-5-6 39
7. Will Cash (DC)-5-5-5-5-5 41
8. Leon Clarke (DC)-6-6-DC-5-DC 55
9. Mark Fraser (DC)-OF-8-DS-OF-8 58
10. Kevin Ferguson (DC)-6-9-DC-DC-DC-DC 63
11. Tyrese Roker (DC)-DC-DC-DC-DC-DC 72

2014 Homer Lowe Regatta
Marsh Harbour, Abaco, Bahamas
April 5-6, 2014

The 24th Annual Homer Lowe Regatta was held in Marsh Harbour for Sunfish and Optis. Sailors came from Great Guana Cay, Grand Bahama, Cherokee, Marsh Harbour, and Mar-O-War Cay, in addition to the Hope Town Sailing Team. On Saturday, the wind was light and fluky, and everyone got a much-needed wash down. However, all four scheduled races were held, thanks to a lot of quick work by the Race Committee, who had to move the marks to follow the shifting wind direction. No one could have predicted the massive 45 degree wind shift in the middle of the fourth race, which trapped some unlucky sailors well to leeward of the mark! Sunday’s two races were sailed in steadier winds, much to the relief of everyone! After putting away the boats, sailors gathered at Snappa’s for lunch and Awards.

Winner of the Homer Lowe Sunfish Trophy (for the third time straight) was Andrew Wilhoite. Presenting the trophy to him was Ethan Lowe, great-great-grandson of Homer Lowe, who sailed in the Opti Class in his first-ever regatta.

Second place in Sunfish was Regatta Organizer Jim Kaighn, and third Duane Walls - both from Marsh Harbour. A close fourth was Jeff Gale. Colin Buffin took 9th place, and Richard Cook 10th. Robin Jeneti received special mention during the Awards for a great act of sportsmanship which the Race Committee witnessed - helping to coach a struggling first-time racer over the finish line. The Race Committee promises a blow-out event for the Silver Jubilee (25th) Homer Lowe Regatta. Big thanks to the Race Committee!” — Photos by Jamie Sweeting & Sue Holloway

40th Bonita International Sailing Regatta
Kas de Regatta, Kralendijk, Bonaire
October 6-11, 2013

A Fleet
1. Spike Stappert BON 1-1-1-(2)-1-1-1-1
2. Tom “Opi” Nyuyen BON 2-3-(DF)-4-3-3-2-3

3. Ruben van Eldik BON 4-4-(2)-2-2-2-2-DE 21
4. Nils van Eldik BON 5-5-(DF)-3-4-4-3-2 28
5. Constantin Botterp BON 5-5-(DF)-5-5-5-C 39
6. Yellow Man BON 3-2-3-(DF)-DC-DC-DC-DC 40
7. Robur de Vries BON 8-7-(DF)-DC-DC-DC-DC 55

B Fleet
1. Brayan Thode BON 2-1-2-1-1-1-(3) 8
2. Paul Joven BON 3-2-2-1-(4)-2-2-2 14
3. Marco Wiesing BON 5-3-3-6-(6)-3-6-4 30
4. Lennart Huisken BON 7-8-6-(7)-4-4-1 31
5. Jan Wagenaar BON 4-4-5-6-(5)-5-5-C 35
6. Jim Lawson BON 1-4-3-3-(6)-9-3-9 38
7. Jason Carter BON (DF)-DC-3-1-6-9-9 46
8. Pieter Smit BON 6-8-7-(7)-7-7-7 46

C Fleet
1. Merel de Vries BON 1-1-1-1-1-1-(1) 7

Doubles Fleet
1. Justin / Brandon BON 1-(3)-3-2-1-1-1 10

Sunfish racing can be a spectator sport for your pup as demonstrated in Abaco at Marsh Harbour.

Sunfish round the mark at the 2013 Homer Lowe Regatta in Marsh Harbour.

Bahamas National Championship
Nassau, Bahamas
November 3, 2013

1. Donny Martinborough (1)-8 31 31
2. Paul de Souza (3)-1-2-2-3 33
3. Spencer Cartwright 3-2-3-1-4-9 39
4. Lori Lowe 5-5-4-4-2 43
5. Richard King 4-3-5-4-5-6 43
6. Cochrane Burrows/ Tristan Eldon (8)-4-6-5-8-5 43
7. Piaget Munroe/ Blake Roberts 6-6-(7)-7-8 46

2013 Terry McCoy Memorial Regatta
Royal Nassau Sailing Club, Nassau, Bahamas
October 19, 2013

1. Spencer Cartwright 3-4-1-1-4-5 13
2. Paul de Souza 3-3-4-1-9-4 16
3. Lee McCoy 4-11-3-2-7-2 18
4. Lori Lowe DF-10-3-8-5-1 21
5. Cochran Burrows/ Thomas Rowan 1-7-8-5-6-14 29
6. Jimmie Lowe 8-1-9-10-6 31
7. George Damianos 10-3-8-6-8 32
8. Peter Bruce Wassilisch 7-5-13-6-9-7 34
9. Ryan Mendez 13-9-2-12-2-11 36
10. Jason Robertson 8-13-10-8-6 40
11. Ben Dehtrie 5-6-4-4-14-13-OC 42
12. Matthew McCoy 11-8-14-11-11-12 53
13. Thomas Treco 9-12-17-5-12-OC 55
14. Donnie Martinborough DS-DS-DS-DC-3-3 60
15. Chrystina Robertson 12-15-12-15-16-13 65

2013 Dutch Racing Series
The Netherlands
Multiplex Venues and Dates
1. Hein van der Lingen DC-2-2-2-3-2-2 30
2. Paul van Alphen 1-DC-1-4-1-DC-1 31
3. Marie Christine Breeved 4-3-3-2-3-3-3-DC 54
4. Gunnar Copper DC-DC-DC-DC-2-0C-2-3-DC 68
5. Mark Simmern 2-1-10-DC-DC-DC-DC 68
6. Piet Baikens DC-DC-DC-DC-DC-DC-DC 69
7. Job Hakken DC-DC-DC-DC-14-4-4-DC 77
8. Terry van Velzen 3-DC-DC-DC-DC-DC-DC 81
9. Robert van Bruijssen DC-DC-DC-18-6-DC-DC 90
10. Mike Nuijs DC-DC-DC-16-DC-DC-DC-DC 93

2014 Puerto Rico International Dinghy Regatta
Yacht Club at Palmas del Mar, Humacao, Puerto Rico
May 30–June 1, 2014

1. Pedro Luis Fernandez 1-1-1-[3]-1-1 7
2. Agustin Lázaro-Lugo 2-2-1-1-3-[5] 11
3. Roberto Puig Izarrar 3-3-3-[9]-2-0-2 19
4. Manuel Gonzalez Beranz 5-DC-5-3-2-3 23
5. Gregg Pyle [4]--[4]-4-4-4 23
6. Denny Dunco 6-5-[7]-6-5-6-6 35
7. Kallie Hernandez (DC)-DF-6-DF-01-DF-7 49
8. Anaiy Guzmana (DC)-DC-DC-DF-01-DF-01 54

NSCA leaders and regatta hosts—Please email your regatta scores immediately after your regatta in the form shown by these results. Please include photos. When taking photos of the event winners, have them take off hats and sunglasses and make sure light is shining on their faces.

Send your regatta results to Gail Turlock at sunfishnews@gmail.com
**USSCA PRESIDENT'S CORNER**

by Richard Chapman

Summer has finally arrived and, after one of the worst winters I can remember, I'm looking forward to a great season of sailing. I'd like to thank the Pensacola Yacht Club for hosting the International Masters, U.S. Team Race Championship, and the Midwinters back to back in March. It was great to be able to go to one club and sail the regattas (especially since it coincided perfectly with my spring break!). This summer looks to be another great one with the North American Championships in Mississippi, the Women's North American Championship at my home club near Chicago, and the World Championships in North Carolina. Of course, there are many region championships and local events all over the country for you to attend. Why not get out and enjoy some of these fun events?

This winter the Class made a change with the Class Office. All class business is now being handled by Sherri Campbell at One Design Management in San Diego, California. Sherri has done a great job of transitioning into the new role and I'm excited to have her on board. See Paul Jon Patin's ISCA President's letter for more details.

If you haven't joined the Facebook Group "Sunfish Listserve," you should! Also join www.facebook.com/sunfishclass. There's a lot of activity there and it's fun and interesting to see what other clubs are doing. Sign up and post your stories and photos! Let people know where you are and how to join your fleet.

For those of you who have a boat that hasn't been used in a while, why not dust off that old boat, find all the parts and get back out on the water? Get the kids in the boat and have some fun! Isn't that why most of us started sailing anyway?

I'm looking forward to seeing many of you at Bay-Waveland Yacht Club this summer for the North American Championships or in North Carolina at the World Championships. Both regattas promise to be awesome events, as the organizers are working very hard to make them the best that they can be.

I hope you all have an enjoyable summer filled with sailing fun.

**SUNFISH SAILORS IN THE NEWS**

Paul-Jon Patin and his crew, Felicity Ryan, won the 2013 JY15 North American Championship, which was hosted by the Stamford Yacht Club in Stamford, Connecticut over the weekend of October 25-27, 2013. Patin (Sayville YC, Blue Point, New York) topped the fleet of 23 boats from Connecticut, New York, Michigan and South Carolina. After 12 races, with one throw-out allowed, Patin had 22 points. Patin previously won the regatta in 2011 when it was hosted by Breakwater YC in Sag Harbor, New York.

South Carolina Sunfish sailor Nick Valente, State University of New York Maritime College '16, finished 5th at the 2013 College Men's Single-handed Championship.

While serving Greater Detroit Sunfish Club as Fleet Captain, past World Champion Derrick Fries won the Sprint Triathlon National Championship on July 21, 2013 in Cleveland, Ohio.

**SUNFISH SAIL MAKER NORTH SAILS SOLD**

U.K.-based Oakley Capital Private Equity bought North Technology Group's family of companies, including North Sails. Oakley was founded by U.K. businessman and sailing enthusiast Peter Dubens.

"We are delighted to be backing North Technology Group and an iconic brand like North Sails," Dubens said in a statement.

Originating with North Sails, founded by Lowell North in 1957, North Technology Group consists of three major marine brands: North Sails, Southern Spars and EdgeWater Boats. Included in the family are North Thin Ply Technology and North Cutting Systems. Born from North's 3Di manufacturing of sails and used exclusively in Southern Spars' composite masts, North Thin Ply Technology has developed and commercialized a very light but strong carbon pre-preg solution, used by the aerospace market, competitive Formula 1 racing and high-end luxury products.

North Cutting Systems is two businesses — the AlphaBlade Cutting System, which provides a unique cutting solution for various industries, and the Automated Tape Laying system. The intellectual property within the group is substantial and protected by patents.

The largest company by revenue within North Technology Group is North Sails, holding the patent for 3Di, a unique composite construction process that produces high-performance sails approaching the shape holding of a rigid foil.

Oakley's investment will assist the North Technology Group management team in growing and further developing all of its brands to ensure that the group remains at the forefront of technology for marine industry products and outside. The company will continue to be based in Milford, Conn.

"I purchased North Sails from its founder, Lowell North, over 30 years ago," said Terry Kohler, owner of Windway Capital Corp., the previous majority shareholder in North Technology Group. "I am confident the new shareholder, Oakley, will continue Lowell's legacy to help launch North Sails and the NTG companies into their next stage of development. We are all extremely proud to have been growing our 'Engine Above the Deck' concept with North Sails and Southern Spars to become the undisputed market leader in sails and composite spars. North Sails has been on every America's Cup challenger and defender, was the sail supplier to every winning Volvo Ocean Race boat and our sails have been used by countless ocean, Grand Prix race winners and Olympic sailors. During my tenure, technology used from sailmaking led to the development of North Thin Ply Technology and North Cutting Systems. In addition, we've built EdgeWater Boats into one of the top brands in the outboard industry. I wish Oakley and the North Sails management team future success, as well as my pledge of commitment for continued support."

North Sails makes all dealer-supplied sails for the Sunfish, including those designated "Sunfish Class Approved Sail," which are made in their Sri Lanka production facility.
2014 U.S. NATIONAL CHAMPIONSHIP AT MIDWINTERS
by Gail M. Turluck
The U.S. National Championship at Midwinters was the third championship of the week sailed at Pensacola Yacht Club, Pensacola, Florida. New sailors joined the fleet, most notably the Central, Caribbean and South American sailors participating as the regatta served as the first 2015 Pan American Games country qualifying regatta.

The first day, Thursday, started breezy, cloudy and cool, and the wind built all day. There was a challenge to reading the wind and currents on the bay best handled by Hank Saurage, Greg Gust and Jonathan Marti- netti. Sailors relaxed afterwards, enjoying the club’s famous “Bushwackers” from their dedicated “ice cream” machine.

Breakfast daily was included in the package and was fresh and tasty. Thursday dinner saw the sailors break up into small groups and partake of local eateries. There were thunderstorms overnight, continuing into Friday morning. A postponement was signaled on shore. A rigging discussion was held while the racers waited for a racing decision (see Midwinters Rigging Discussion elsewhere in this issue). With storms continuing and a deteriorating weather forecast, racing was Aban-
doned for the day at 1:00 pm. A buffet dinner was served that evening.

Saturday morning was drizzly, dreary and cool. The sailing conditions were puffy and shifty, with winds of 5-20 mph. A total of 13 races had been planned with seven required to have a throw out race. The Saturday last start cutoff was coming on, but race seven was started in time for the fleet to have that coveted discard race.

Greg Gust of Texas, who won the International Masters Championship earlier in the week, had been in the lead since the second race. However, 2010 World Champion Jonathan Martineatti of Ecuador came on strong on Saturday, with a 4, 14, and two bullets. He was able to drop the 14, and ended up with a net 15 points to Gust’s 18 points. Hank Saurage of Louisiana was 3rd; Youth Jose Fernando Boccalandro of Venezuela was 4th (he also had the lowest throw out race of the regatta; an 8th), and David Hernandez, another Youth sailor, was 5th. Ecuador and the United States are now qualified for the 2015 Pan American Games by their sailors’ top finishes.

2014 U.S. NATIONAL CHAMPIONSHIP AT MIDWINTERS
Pensacola Yacht Club, Pensacola, Florida
March 28-29, 2014

| 1. Jonathan Martineatti | Guayaquil, ECU | 4-4-1-4-[14]-1-1 | 15 |
| 2. Greg Gust | Rockwall, TX | 3-1-2-5-2-[11]-5 | 18 |
| 3. Hank Saurage | Baton Rouge, LA | 1-2-9-1-[25]-3-4 | 20 |
| 4. Jose Fernando Boccalandro | Caracas, VEN | [8]-3-3-6-4-5-2 | 25 |
| 5. David Hernandez | Guatemala, GUA | 2-7-7-7-1-2-[8] | 26 |
| 6. Rich Chapman | Libertyville, IL | 9-8-4-[14]-3-12-7 | 43 |
| 7. Hugo Guzman | Guatemala, GUA | 6-6-6-6-CC-8-12 | 43 |
| 8. Tom Whitehurst | Pensacola, FL | 7-5-10-10-[19]-7-10 | 51 |
| 9. Eugene Schmitt | New Orleans, LA | [DS]-11-1-2-3-4-6-8 | 52 |
| 10. David Gonzalez Arria | Caracas, VEN | 10-9-8-7-6-[DQ] | 53 |
| 12. John Birkett | Salinas, ECU | 11-12-15-[23]-11-10-6 | 65 |
| 13. Umberto Valle | Grosseto, ITA | [28]-17-13-9-12-14-16 | 81 |
| 14. Samuel Ingham | Pace, FL | 13-24-16-[28]-6-9-14 | 84 |
| 15. Antonio Rojas Mayol | Bogota, COL | 14-10-16-16-17-[23]-23 | 95 |
| 18. Fritz Hanselman | Libertyville, IL | 21-14-20-[25]-20-18-17 | 110 |
| 20. Josh Rubin | Humble, TX | [DF]-26-23-11-6-24-24 | 114 |
| 22. Marguerite Koehler | Amityville, NY | [DF]-32-31-3-18-21-19 | 124 |

2014 Midwinters leaders (left to right): 1st-Jonathan Martineatti; 2nd-Greg Gust; 3rd-Hank Saurage; 4th-Jose Fernando Boccalandro; 5th-David Hernandez; Top Opposite Gender-Gail Heausler. Gail M. Turluck photo.
2014 U.S. MASTERS CHAMPIONSHIP
by George A. Sechrist
Twenty-five enthusiastic male and female masters came to Oriental, North Carolina, to test the waters of the four-mile-wide Neuse River. The regatta was hosted by the Oriental Dinghy Club. Saturday started out with the lightest air of the regatta, from the Northeast, completing the regatta’s scheduled seven race series, allowing for one occasionally gusting higher. Three excellent races were sailed Sunday, allowing for one discard race.

Longtime class member and 1988 North American Champion Bob Findlay of Illinois came out on top at the US Masters held May 31-June 1 in Oriental, NC.

Findlay dominated the event for class members aged 40 and up, winning four of the seven races and finishing with a net total of nine points. He had it won before the final race began.

Bob Findlay from Wilmette, IL was the man to beat from the start, winning 3 of 4 on Sat. and posting 1 more bullet on Sun. to take the overall title. Brian McGinnis from Patchogue, NY had a solid second place, winning 2 races. The third and fourth place trophies were taken by Bill Raney from Wilmington, NC and Nancy Jaywork from Wyoming, DE, both of whom benefited from the discard of a 25th & 20th in the first race, all of their other finishes being in the top 6.

Saturday evening, we all enjoyed a buffet dinner of ribs, chicken, wine, and beer. Grab bag prizes were given out and donated by: Triton Yacht Sales, Nautical Wheelers, West Marine, and The Inland Waterway Provi-

2014 U.S. TEAM RACE NATIONAL CHAMPIONSHIP
by Rich Chapman
The middle day of the Sunfish Championships week saw most tired sailors enjoy it as a lay day and visit the Pensacola Naval Air Station to take in the first flight performance of the Blue Angels in over a year as a result of the government Sequester. The 2014 Sunfish Team Race National Championship was held on a cold, blustery March day at the Pensacola Yacht Club. Three teams vied for the title of team race champs. Round one pitted Team GuaVen (Venezuela and Guatemala) against Team Captains America. The race course was very short which kept the competitors very close together. The racing was tight with many port-starboard encounters and many penalty turns! At the end of the race Captains America ended up with the victory. Round 2 featured GuaVen against Team Italy. GuaVen took an early lead and never looked back, finishing 1, 2, 3 and 4.

Round three started in a dying and shifting breeze which allowed Captains America to pin the sailors from Italy off to the committee boat side of the start. They held their controlling position throughout the race for an easy victory. Several more rounds were sailed between Italy and Captains America just for fun.

Team racing is a great way to improve your boat handling skills and your knowledge of the rules. If you're looking for a way to add some spice to your club racing program, why not try team racing?

Send results to editor Gail Turluck at: sunfishnews@gmail.com

The Team Racing Trophy was presented to Team Captains America members Greg Gust, Rich Chapman, Bob Findlay and class newcomer Sam Ingham.

Thanks to Todd Edwards for running the event for the sailors!

2014 U.S. Team Race National Championship
Pensacola Yacht Club, Pensacola, Florida
March 26, 2014

1. Captains America Rich Chapman/Greg Gust/Bob Findlay/Sam Ingham USA
2. Team Mammera Romeo Menghetti/Stefano Febbo/Umberito Valle ITA
3. Team GuaVen Hugo Guzman/David Hernandez/Jose Fernando/David Gonzalez GUAVEN

United States Regatta Results

FLORIDA REGION

14. Mike Bureau 12-14-14-13-8 61
15. Matthew Heywood 14-11-12-9-15 61
16. Gunnar Eriksson 10-16-16-12-16 76

GULF COAST REGION

2013 Gulf Coast Region Championship II
Bay Waveland Yacht Club, Bay St. Louis, Mississippi
September 21-22, 2013

1. Hank Saurage 1-2-3-3-1-2 13
2. Todd Edwards 5-4-3-1-2-3 19
3. Anne Edwards 2-1-4-1-4-6 20
4. Clinton Edwards 3-3-2-4-2-4 24
5. Judy Reeves 4-5-5-6-6 37
6. Nick Doty 6-7-5-7-5-3 38
7. Barrow Hawkins 7-8-7-3-7-5 44
8. Patty Keating 8-6-8-6-DS-DS 60

MIDWEST REGION

2013 Midwest Region Championship III
Bruce Goldsmith Memorial Regatta
Devil's Lake Yacht Club, Manitou Beach, Michigan
September 4-14-15, 2013

Lake Bluff beach as Sunfish launch to sail 2013 John Sheppard, Jr., Memorial Regatta. Photo by Douglas Warren.

2013 Midwest Region Championship III
John Sheppard, Jr. Memorial Regatta
Lake Bluff Yacht Club, Lake Bluff, Illinois
August 24-25, 2013
Lake Michigan produced two of its best sailing days of the year for Lake Bluff Yacht Club's annual John Sheppard Jr. Memorial Regatta/Midwest Region Championship II. Twenty sailors from four different states trekked to Lake Bluff for a fun weekend of sailing. Saturday produced warm weather with southeast breezes in the 6-10 knot range and light chop. This allowed the race committee to get in a total of five races for the day. Three different sailors won a race on the first day so the scores were tight. Everyone was tired after an active day but enjoyed a delicious dinner at the home of a Lake Bluff club member. Sunday morning dawned warm and breezy from the southwest with wind around 14 knots and gusts almost 20 knots. The first race of the day favored the strongest in a two-lap windward-leeward. After that, the winds moderated somewhat and the race committee got in another two races, resulting in a total of eight races for the regatta.

2013 Midwest Region Championship II winners (L to R): Gretchen Seymour-Top Woman; Leland Brode, 4th; Scott Schappe, 2nd; Fritz Hanselman, 3rd; Rich Chapman, 1st. Photo by Douglas Warren.
Winner of the regatta was Lake Bluff Yacht Club Member Rich Chapman, followed closely by Scott Schappe and Fritz Hanselman. The top female competitor was Gretchen Seymour. After Sunday's racing, competitors enjoyed bratwurst and hot dogs on the beach before packing up and heading home. Many thanks to the Lake Bluff Yacht Club members and race committee for a great weekend of sailing.—Douglas Warren

1. Rich Chapman 1-2-3-(3)-1-1-1 19
2. Scott Schappe 2-3-6-2-3-3-5 19
3. Fritz Hanselman 4-1-3-3-4-4-6-(6) 21
4. Leland Brode 8-4-5-4-9-8-3 37
5. Winthrop Harbor, IL
6. Shapoor Guzder 3-5-1-6-7-(12)-12 43
7. Hawthorn Woods, IL
8. David Michals 8-2-11-9-8-6-4 56
9. New Knoxville, OH
10. Holly Hanselman 9-((11))-6-5-7-9-9-8-11 61
11. Libertyville, IL
12. Lake Forest, IL
13. Libertyville, IL
14. Libertyville, IL
15. Libertyville, IL
16. Libertyville, IL
17. Libertyville, IL
18. Libertyville, IL
19. Libertyville, IL
20. Libertyville, IL

2013 GDC Labor Day Regatta
Greater Detroit Sunfish Club, Tawas, Michigan
August 31-September 1, 2014

1. Stu Pettitt 1-1-1-(2)-1-3 6.0
2. Mike Scherer 2-2-2-4-1-(5)-5 15.0
3. Greg Whipple 3-4-3-5-3 17.0
4. Jeff Weaver (4)-3-3-2-3 18.0
5. Lori VanDell 5-5-5-5-7-(DS) 31.0
6. Bruce Hubel DF-3-(DS) 6-6-6 36.0
Sunfish of every vintage raced together at the UConn Coventry Lake Regatta. Photo by Marissa Eklund.

final placement. We managed to sail a total of 9 races with very little downtime in-between, with rotations on the water. Throughout the morning the wind built to a westernly breeze with northerly shifts ranging from 7-10 mph. Some of the lighter sailors were even hiking out. Courses were standard windward-leeward with W4s being run early in the day and W2s later when the wind began to die off. The team of John Giuliano and Kimmy Jackman took the early lead with the strong start for Giuliano of 2.1-1.2, but older brother Pete Giuliano with teammate Marissa Eklund whittled away at the lead with consistent finishes. The team of Tommy Presti and Austin Williams made it close with some fast sailing during the middle of the day, but their early deficit proved too much to overcome. With the conclusion of racing at 1500 the results were too close to call between the top 3 teams. It was anyone's regatta! The consistency of Pete Giuliano and Marissa Eklund proved enough for the win edging out second place finishers Brian Pracon and Andrew Silhavy by just 3 points, with Tommy Presti and Austin Williams in third, just 7 points behind the leaders. After the regatta, we awarded a new perpetual trophy and had a team Thanksgiving dinner. All of the competitors had an exciting time on the water and we hope to get them out for more Sunfish racing in the future. — Will Kreisic and Andrew Silhavy

2013 New England Region Championship II/50th Annual Wequasset Regatta

Waukegan Lake Yacht Club, Centerville, MA
July 27-28, 2013

1. Bill Brengioforte 4-2-3-1-2-5-8 (9) 22
2. Amanda Callahan 5-11(1)-5-1-8-5-1-5 34
3. David Dellenbaugh 1-6-7-7-1-6-7-1-5 35
4. Kevin Burcham (8)-9-2-0-5-3-4-2 35
5. Ken Charles 6-8(1)-9-4-6-3-1-5 41
6. Eric Woodman 7-1-11-5-2-8-17-17 50
7. Drew Butner 3-10-7-1-7-6-5-1-2 58
8. Scott Greenbaum 9-7(1)-5-7-9-8-9 59
9. Andy David (7)-13-9-4-9-4-13-8 66
10. Chris Williams (11)-2-8-11-7-11-2-4 75
11. Brian Grims (14)-1-2-9-5-6-4-1 78
12. Alan Beckwith 12-10-18-2-24-14-10-7 84
13. Jack Willy (16)-9-6-16-10-7-16-13 93
15. Carson Turowski (18)-18-16-13-11-14-10-17 112
17. Drew Starnier 12-10-16-9-18-5-12-5 125
18. Lee Parks 19-14-7-17-20-17-14-12 128
22. Paul Odegard (26)-20-22-4-21-16-25-23 166
23. Gerhard Menczel 23(28)-23-26-20-23-23 186
27. Doug Blevitt 28-23-26-29-23-DS-DS-DS 211
30. Gordon Geick 24-21-(DC)-DC-DS-DS-DS-DS-DS-225

2013 Light the Bay Relay Charity Regatta

Low Tide Yacht Club and Buzzards Bay Rowing Club, New Bedford, Massachusetts
August 17, 2013

The Coed Beetle Whalboat crew picks up the relay noodle from Sunfish skipper Erik Durant. Photo by John Sheridan.

The inaugural edition of the Light the Bay Charity Regatta took place on August 17, 2013 in sight of Fort Rodman in New Bedford, Massachusetts. The regatta was organized by members of the Low Tide Yacht Club and the Buzzard’s Bay Rowing Club to raise funds for the restoration of the Palmer Island Lighthouse. The Palmer’s Island Lighthouse served as the primary lighthouse marking New Bedford Harbor from 1849 until the city’s hurricane barrier was completed in 1963. The lighthouse was designated a National Historic Landmark in 1990, and fitted with an automated solar powered light that can be seen for miles. The lighthouse has been attacked by both nature and vandals over the years and is in need of serious repairs. The two clubs combined their resources to put on a unique regatta that combines two types of craft that are synonymous with New Bedford and its long history as whale capital of the world. The regatta is a relay race consisting of four 5 mile long legs. The first two legs are run in small sailboats, notably Sunfish and Lasers, while the second two are run using classic whale boats, with crews of 6-10 people each. Each team gets a pool noodle, which the sailors take on the first two legs of the course, then pass off to the whale boat crew on their team for the remaining two legs. The first team to finish all four legs is the winner. The weather turned out to be perfect for rowing, but the drying wind and ebbing tide made it a long day for the sailors. The good rowing conditions allowed the whale boats to complete their legs in about half the time it took for the sailboats to finish theirs. New Sunfish Sailor Erik Durant took the Sunfish division with two first place finishes in the Coed Beetle/Sunfish and Women’s Beetle Boat/Sunfish Divisions, while Mike Lobo took the Laser division with wins in the Gig/Laser and Women’s Whale Boat/Laser divisions. The event raised over $700 for the Palmer Island Lighthouse Restoration Fund. — Mark Stoughton

2013 Southeast Region Championship/54th Midlands Regatta

Lake Norman Yacht Club, Mooresville, North Carolina
September 28-29, 2013

Marc DeLoach accepts perpetual trophy at Lake Norman after winning the 2013 Southeast Region Championship. Photo provided.
United States Regatta Results

17-year-old Mark DeLoach won the 54th Midlands Regatta and Southeast Regional in a 1974 Sunfish. DeLoach had to pull through his collection of sails to find his only Class legal sail. Saturday brought light winds and only allowed for one race before dark. DeLoach finished the only race of the day race in 8th place. Day 2 the Sunfish fleet headed out an hour earlier than planned in the hopes of finding some wind. Five races were sailed in winds of 7 to 12 mph. DeLoach overcame a bridge that pulled out of his hull during the first race of the day, which he won. He then tied his main sheet to the pinle and managed two more minutes and two seconds to beat a fleet of 24 Sunfish.

DeLoach earned the final berth to the 2014 World Championship to be held in North Carolina at Camp Seagull. DeLoach also won the Willard Davis Trophy which was awarded to the winner of the largest Fleet.—Laurence Mass

MINDY STRAULEY WINS 2013 WOMEN’S CHAMPIONSHIP

by Paula Shur

The sailors who participated in the Friday's two practice races heeded their boats to leeward in the shifty, light air (4-6 kts.) and 90° degree temperatures. While the sailors focused on staying motoring, the race committee scrambled to move the windward mark and shorten the course. The leaders of the practice races, in keeping with the superstition, remained from crossing the finish line. The sailors enjoyed a dip in the pool and appetizers. Friday night’s Pub Crawl mimicked the practice race as it, too, was shortened due to time constraints. The feeling to leeward was not as severe as earlier in the day.

For Saturday’s 11:30 am first signal, sailors donned superstitious attire for the hot weather, light air racing (4 kts.) in a flood tide. A four leg windward-leeward course was set. The southerly wind shifted right. As the winds continue to lighten, the race committee shortened the course and moved the windward mark. The wind shifted to southwest for the start of the second race, which was also shortened. PRO Judy Hanlon wisely sent the sailors in to cool down in the pool while waiting for the sea breeze to fill in. With too little wind by 3:00 pm, racing was abandoned for the day. Saturday night after a delicious buffet the movie It’s Complicated was shown on a big inflatable screen poolside. The sea breeze, which arrived too late for racing, kept the movie watchers comfortable. Even the guys enjoyed the “chick flick.” On Sunday the postponement flag was flown in advance of the scheduled first signal at 10:00 am due to unstable approaching weather. During the postponement many of the sailors rigged a Jens and prepared for windy conditions. Sailors changed to hiking pants and hiking boots. Heavy air mainsails replaced the light air mainsails. A rainbow to the west appeared to be a good sign. As the rain remained north of Davis Island, the postponement flag was lowered and the first signal was at 10:30.

The southerly winds were around 8 kts. The weather mark was shifted to the right for the second beat and the course was lengthened for the first time allowing the boats to sail the full course of 4 legs with the dogleg finish. The fourth race the wind increased to 12 kts with the windward mark set south. No marks were changed for this race. Before the fifth race, many sailors dropped to their Jens rigs. The weather mark was set at southwest. The breeze was around 15 kts. and freshening. Several sailors captivated. Mark DeLoach was on control of the boat. Fourteen of the sailors sailed the full course in the gusty conditions.

With consistent sailing Mindy Strauley from Lake Monroe Sailing Association won her first Women’s North American Championship. Strauley was given a standing ovation as she accepted her award. She was presented with the keep cup with the caveat that a natural disaster could hit her hailing town of Sanford, Florida. After Anne Patin won last year, Hurricane Sandy wiped out the section of Long Island where Anne lives. Abby Hayward, Davis Island Yacht Club, received the Top Junior trophy.

Mashead Enterprises donated door prizes. Champion sailors Jeff Linton and Doug Kaukainen gave pointers and off the water. Each sailor received photo taken by Rita Root during the races. Judy Hanlon was presented with a photo of her serving as PRO as an appreciation gift. Regatta organizer, Lynne Randall, ran an outstanding event evidenced by all the smiling faces. Most of the competitors were from Florida; however, New York, Texas and Rhode Island were also represented. The age of the sailors ranged from 10 years old to an undisclosed number as no one else revealed their age.

2013 Women’s North American Championship

Sarasota Island Yacht Club, Tampa, Florida

September 22-23, 2013

2013 Women’s North American Championship

Mindy Strauley was given a standing ovation as she accepted her award. She was presented with the keep cup with the caveat that a natural disaster could hit her hailing town of Sanford, Florida. After Anne Patin won last year, Hurricane Sandy wiped out the section of Long Island where Anne lives. Abby Hayward, Davis Island Yacht Club, received the Top Junior trophy.
SUNFISH MAINTENANCE: DOCKS AND ROCKS

by Kent Lewis and Alan Glos

Somehow our Sunfish always seem to find docks and rocks and we end up needing to repair a hole in the fiberglass. Chipped gel coat is one thing, damaged fiberglass is another. It must be repaired or the boat will leak and then we'll be reading the foam replacement article. If we can't access the back of the repair area, we need to make a "blind patch."

To make a blind fiberglass patch, gather up tools and materials, which include sandpaper, spiral saw, rags, wire, string, cardboard, paint sticks, fiberglass cloth and roving, resin and hardener, fairing putty, paint/gel coat, coffee cup and moaning chair (moaning chair is a term coined by Chapelle in his book for wooden boats called Boatbuilding. It's where you sit to contemplate what you are about to do or just messed up). Note: Sunfish are built with polyester resin, and while it bonds better, epoxy resin dries harder and offers superior structural integrity. You choose, either resin works, epoxy paint will stick better to epoxy, gel coat to polyester. Slow hardener, fast hardener? Get the slow if it's hot out; you'll have more time to work. If it's cold, get the fast or you'll wait FOREVER for the resin to harden.

We'll need to rout out all of the damaged area, then sand the perimeter down to a feather edge. I have used both a sander to sand away damaged fiberglass or a spiral saw to cut it out. Caution: If you are doing a repair under the cockpit, make sure you don't cut too deep and cut into the cockpit tub from below. Next clean the area of sanding dust, both the inside and outside of the hull. Take a break and enjoy a beverage in the moaning chair.

Once the area is prepped, cut a piece of cardboard and a fiberglass cloth or roving about one inch larger than the hole. Make sure it is not too big to fit in the hole. Next, put several strings or wires through the cardboard and fiberglass patch, saturate it with resin and hardener, and insert it into the hole.

Pull it tight against the inside of the hole. Secure it in place with the wire or paint sticks and let it dry. I used a hanger on the last repair and was able to pull it out after the repair dried. As it is drying we can cut several layers of cloth rebuild up the damaged area. Take pictures of Frankenboat.

Once the blind patch is dry, add layers of fiberglass cloth with resin/ hardener to fill in the patch area. Fiberglass cloth comes in different thicknesses, 4 oz., 6 oz., so your number of layers may vary. Smooth out the area with some fairing compound, leave it just a little lower than the surrounding hull in anticipation of gel coat or primer and paint fun to finish the repair.

Great job, now go sailing!

RECYCLE YOUR OLD SAILING TROPHIES--KIDS LOVE THEM!

by Paul Odegard

Calling all Sunfish "Hot Shots!" Please don't chuck out your boxes of old sailing trophies. Donate them to a local youth sailing club for recycling. Kids just luv trophies! Especially good are awards that can be re-plaqued, but kids are still happy with engraved old tankards/mugs/"bowling trophies"—the bigger the better.

Thanks to Bill Brangiforte; Rapid Buttner; Drew Stanier; Alan Beckwith; Ken Charles; Gordie Geick; Lee Parks and others in New England for donating their hardware to the Leetes Island Association of Racing Sailors ("LIARS") of Guilford, Connecticut.

COLLEGE SAILORS BEING LED INTO THE SUNFISH CLASS

by Will Kresic

I started sailing at age 12 in the Sunfish. I love the Sunfish, not just as a recreational boat, but like many of you, as a racing vessel. I am proud to say that through the Sunfish Class I have forged many great friendships, sailed in the best races of my life, and been to regattas with an atmosphere unrivaled by any other Class. "Sunfish people" are fantastic and always willing to teach and accommodate. Now, as a Senior at the University of Connecticut, I have been racing dinghies for over 10 years. While I enjoy sailing other Classes, I find myself always gravitating back to the Sunfish. I will always call the Sunfish Class my home.

When I joined the Sailing Team at UConn, I met some of the best sailors I know, yet none of them had sailed Sunfish and most of them did not have a high opinion of this humble, yet spirited, boat. As a result, I dreamed of getting them to sail Sunfish with me. But there was a significant challenge. I had to overcome a stigma associated with the Sunfish boat before I could get anyone to race it. Many of the older sailors on the team, whom I respected as people, sailors, and friends, thought of the Sunfish only as a recreational vessel, a mental picture that I believe all of you know. Imagine a colored sail, with the gooseneck at about 25 inches, and two to three feet off the deck. How could anyone ever be a respectable sailor coming from that kind of background? I had to prove that a skinny kid who had raced mostly Sunfish could actually sail and compete, and I had to show that a Sunfish be a quality racing boat. My goal was to demonstrate the Sunfish as a spirited boat that would entice people to race with the Sunfish Class.

As I was lauding the merits of the Sunfish, especially going into my last two years as an upperclassman, I gained credibility and respect as a significant contributor to our UConn team. And, people started to listen and try the Sunfish. The tide turned with Andrew Silhavy, who has been my partner in the Sunfish Class over the last year. Silhavy became my teammate and the biggest proponent for Sunfish on the UConn Sailing Team. With his support and the blessing of the rest of the team, we were able to organize a spectacular event exposing everyone on the team to the excitement of Sunfish racing. Now that many of my teammates and friends have had a phenomenal Sunfish experience, my hope is that we continue to encourage their participation in future Sunfish events, starting with region championships and smaller regattas. As we all know, nothing was ever accomplished in a day, and while this feels like a great day one, there are many more days to come.

—Ed. Note: Kresic won the drawing and accepted a certificate for new Dynamic dolly competed at the 2013 World Championship and was lucky to win a brand new Dynamic dolly to move his rapidly growing fleet of Sunfish around!
**United States Regatta Results**

2013 Mid-Atlantic Region Championship II
Howard Griswold Memorial Regatta
Green Pond, Yacht Club, Green Pond, New Jersey
July 13-14, 2013

First day heavy fog, the race course was set, but races postponed as visibility was about five feet. By 3:00 pm the fog cleared and 2 races were sailed. Second day had light and variable winds but managed to get four races in. Race by race scores were lost—

**William Engels**
1. Steve Manson 6
2. Derek Jackson 12
3. Rob Scheel 18
4. Will H. 20
5. Bob Griswold 21
6. George Jackson 25
7. John Faley 41
8. Michael Wheeler 47
9. Mike Anderson 49
10. Drew Scheel 50
11. William Engels 57
12. 6029 61

43rd Annual World’s Longest Sunfish Race
Southold Yacht Club, Shelter Island, NY
August 3, 2013

John Condon won the World’s Longest Sunfish Race around Shelter Island, NY. Starting at 12:30 PM, about 100 yards off the beach it was sailed counter-clockwise. The breeze blew NW 5-6 kts., and Condon was joined by Joel Furman, Ryan Messina, Jeff Anderson and Jim Koehler, who led the 34-boat fleet past Paradise Point. After passing the South Ferry, the wind increased to 12-15 kts. and the group expanded to eight, adding Peter Wells, Dick Heiland and Joe Sullivan. By the time lead pack gybed to port while rounding Mashomack Point, they had a 100-yard lead. From Rams Head to Hay Beach Point in Gardiner’s Bay, the boats sailed a close reach and the gap grew to a half-mile. Richard Sweeney and Lee Mentes closed into ninth and tenth place. Entering Greenport Harbor with chop and wind W 15-20 kts., the race became a grueling test of physical fitness as the sailors hiked out constantly.

Oldest competitor Dick Heiland & First Master Over 50, Joel Furman. Racers considered the still outgoing current, the wind direction and velocity, and fatigue as the leaders sprinted the last five miles of the 24-mile course. On that final leg Condon passed Messina, who led for most of the race. Condon’s experience paid off as he focused upon the tide while Messina focused on the wind. Yet Messina made “Big John” work for his win and was only 42 seconds behind. Condon is the third, four-time winner, is one of six to break four hours and is one of two who broke the four-hour mark twice, also doing it in 2007. First Woman was Beth Fleischer.

2. Ryan Messina Mattituck YC 29 3:59:05
3. Joel Furman Bellport 65 4:03:08
4. Peter Wells WPC SA 59 4:03:42
5. Jim Koehler Amityville, NY 58 4:07:38
6. Lee Mentes WPC SA 43 4:12:06
8. Dick Heiland Seawanhaka Yacht Club 58 4:14:53
10. Jeff Anderson Southold YC 49 4:15:30
13. Christina Hong Southold YC 18 4:18:57
15. Beth Fleischer Southold YC 51 4:22:01


Photos by Melissa Condon.

19. Ivo Lekich Southold YC 64 4:26:38
20. Jim Comacchio Southold YC 49 4:26:48
21. Scott Heiland Seawanhaka Yacht Club 41 4:27:09
22. Michael DeMarco Amityville NY 24 4:27:16
24. Doug & Caroline Rose Chattahoochee YC 45/16 4:30:04
25. Brian Volle Southold YC 17 4:30:40
26. Walter Preston Southold YC 49 4:35:11
27. Tom Talbot Old Cove YC 50 4:36:30
31. Curt Bumister Bridgehampton, NY 46 4:43:50
33. Stuart Mackinnon Southold YC 55 4:53:02
34. Deborah Van Zijl Southampton YC 55 5:23:50
2013-2014 UNITED STATES SUNFISH CLASS ASSOCIATION BOARD OF DIRECTORS

President
Richard F. Chapman
15098 West Clover Lane
Libertyville, IL 60048
847.661.2112 (H)
saif3941@comcast.net

Secretary
Susan Mallows
5 Michael Lane
Annandale, NJ 08801
908.638.5201 (H), 908.500.6590 (C)
sallows@yahoo.com

Treasurer
Patricia Manning
5805 Lakeside Trail
Austin, TX 78734
512.657.6958 (C)
pnbookkeeping@att.net

National Measurer
Rob Eberle
1310 National Ave
New Bern, NC 28560
252.835.1912
eberlemarine@gmail.com

Advisory Council Representative I
Christopher Williams
567 Mountview Road
Bryn Mawr, PA 19012
215.715.6144 (C)
chris1williams2@yahoo.com

Advisory Council Representative II
Jim Koehler
38 Avon Place
Amityville, NY 11701
631.596.0976
info@dinglyshop.com

Membership Coordinator
Gail M. Turfick
1245 West Gulf Lake Drive
Richland, MI 49083
269.203.7130 (O)
sunfishnews@gmail.com

Nomination Chair
Tom L. Katterheinrich
P.O. Box 71-301 West Bremen Street
Newmarket, OH 45871
419.753.2289 (H)
mkatterheinrich@ntlworld.co.uk

Regatta Coordinator
Anne Edwards
5012 Mobile Drive
Baton Rouge, LA 70817
225.751.8444 (H), 225.413.7122 (C)
srfish77516@cox.net

Youth Coordinator
OPEN
Individuals interested in serving in this capacity are asked to contact the President.

Master Events Coordinator
Frederick G. 'Fritz' Hanselman
731 Oak Spring Lane
Libertyville, IL, 60048
847.373.6111 (H), 800.346.4114 (W)
offshorechicago@sbcglobal.net

Women's Events Coordinator
Gail M. Hauser
54 Martha Stone Avenue
Tampa, FL 33606
813.254.9003 (H), 813.756.8484 (C)
gheuser@aol.com

Region Representatives
New England (CT, MA, ME, NH, RI, VT)
Eric Woodman
141 John Street, #229
Lowell, MA 01852
508.333.7519 (H)
woode67@yahoo.com

New York (NY)
Lee Montes
684 Nesconset Hwy.
Smithtown, NY 11787
631.806.5605 (leave message)
leemontes@yahoo.com

Hall of Fame Chair
Open
Individuals interested in serving in this capacity are asked to contact the President.

Windward Leg Editor
Gail M. Turfick
1245 West Gulf Lake Drive
Richland, MI 49083
269.203.7130 (O)
sunfishnews@gmail.com

Youth Representative
OPEN
Youth interested in serving in this capacity are asked to contact the President.

Publicity Chair
OPEN
Individuals interested in serving in this capacity are asked to contact the President.

Sunfish Bible Sales Coordinator
Betsy Schmidt
3494 East Islacon Drive
Rehoboth Beach, DE 19971
betsy19742@gmail.com

Web site Manager
Eric Woodman
141 John Street, #229
Lowell, MA 01852
508.333.7519 (H)
woode67@yahoo.com

2013-2014 RULES COMMITTEE: Rob Eberle - Chair, Christopher Williams, Jim Koehler

2013-2014 INTERNATIONAL SUNFISH CLASS ASSOCIATION PRINCIPAL LEADERS

President
Paul-Jon Patlin
4 Dartmouth Street, #2, Forest Hills, NY 11375
917.749.4284 (C)
isa.president@sunfishclass.org

Vice President
Ned Jones
P.O. Box 52, Newport, RI 02840
401.588.1742 (C)
vjones@sunfishclass.org

Secretary
Vicki Palmer
9911 North Hillview Drive, Oro Valley, AZ 85737
520.762.2322
vpalmer@centurylink.net

Treasurer
Patricia Manning
5805 Lakeside Trail, Austin, TX 78734
512.957.6658 (C)
pnbookkeeping@att.net

Chief Measurer
Rob Eberle
1310 National Avenue, New Bern, NC 28560
252.835.1912 (H)
eberlemarine@gmail.com

Mid-Atlantic (DE, MD, NJ, PA, VA, WV)
Constance Miller
35965 TARPON DRIVE
Leaves, DE 19958
302.645.8239 (H)
constmill@comcast.net

Southeast (GA, NC, SC, TN)
Laurence Mass
243 Williams Road
Wilmington, NC 28409
910.620.6719 (C)
masses143@bellsouth.net

Gulf Coast (AL, AR, FL, Panhandle, LA, MS)
Todd Edwards
5012 Mobile Drive
Baton Rouge, LA 70817
225.751.8444 (H)
srfish77516@cox.net

Florida (FL Peninsula)
Christopher Gates
508 North River Oaks Drive
Indianotian, FL 32963
321.777.7277 (C)
gates@ctf.net

Southwest (CA, KS, NE, NM, OK, TX)
Victor V. Manning
5805 Lakeside Trail
Austin, TX 78734
512.826.2590 (C)
vic.manning@att.net

West (AK, AZ, CA, HI, ID, MT, ND, NV, OR, SD, UT, WA, WY)
Les Piehl
PO Box 502453
San Diego, CA 92150
858.776.0463
les@sunfishsandiego.com

WINDWARD LEG—VOLUME XCIII, NO. 1
2014 USSCA BALLOT- MAKE YOUR MEMBERSHIP COUNT--VOTE TODAY!

by Tom L. Katterheinrich, Nominations Chair

Voting will take place at the 2014 USSCA Annual Meeting and additional nominations may be accepted at the meeting held at Bay-Waveland Yacht Club, Bay St. Louis, Mississippi, scheduled for Friday, August 1, 2014 at 9:00 am. You may also vote by mail or email.

Mailed or emailed ballots must be received by the USSCA Secretary no later than 11:59 p.m. EDT, Wednesday, July 16, 2014 (if mailed, postmarked no later than Monday, July 14, 2014, if emailed must be email tagged no later than Wednesday, July 16, 2014), or be submitted by the declared poll closing at the 2014 USSCA Annual Meeting at Bay-Waveland Yacht Club, Bay St. Louis, Mississippi.

All terms for elected officials will begin after the 2014 North American Championships. You may photocopy this page or print a ballot from the Class web site at www.sunfishclass.org. Send your completed ballots to:

Susan Mallows, USSCA Secretary
5 Michael Lane
Annandale, NJ 08801

or email: smallows@yahoo.com.

One ballot per USSCA member. Duplicate ballots shall both be destroyed.

IMPORTANT--Ballots without a sail number will not be counted for officer elections; ballots without sail number and legible Region will not be counted for Region Representative election.

Voter Eligibility--To establish voter eligibility, enter your Sail Number as shown on your USSCA membership card:

Print the name of your Region:

Officer Election:
President - vote for one.
Richard Chapman
Write in Candidate
Treasurer - vote for one.
Patricia A. Manning
Write in Candidate
Membership Coordinator - vote for one.
Gail M. Turlock
Write in Candidate
Regatta Coordinator - vote for one.
Anne Edwards
Write in Candidate
Junior Coordinator - vote for one.
Write in Candidate

Region Representatives
You must be registered in the Region to be eligible to vote for your Region Representative.

Vote only for your Region.
New England - CT, ME, MA, NH, VT, RI
Mark Sloughton
Write in Candidate
New York - NY
Lee Montes
Write in Candidate
Mid-Atlantic - DE, MD, NJ, PA, VA, WV
Constance Miller
Write in Candidate
Southeast - GA, NC, SC, TN
Laurence Mass
Write in Candidate
Florida Peninsula - Eastern Time Zone
Christopher Gates
Write in Candidate

Individuals interested in serving in USSCA leadership are asked to contact Tom Katterheinrich, as soon as possible for 2015 positions: PO Box 71, New Knoxville, OH 45871, 419-753-2289 (H), 567-644-9935 (C), mkatteheinrich@nktelco.net.

Member of ISAF and US Sailing