FINDLAY CATCHES ELUSIVE NORTH AMERICAN TITLE

by Charlot Ras-Allard


The eight—shortened to seven—race series, hosted by the Rehoboth Bay Sailing Association, saw predominantly light 3-8 knot winds, with only a couple of races having true drifter legs, in addition to almost relentless 100 degree heat. Relief came only on Thursday of regatta week as winds piped up to the local “normal” 10-15 knots giving the heavier-air competitors their day of fun.

After a weekend of measurement enforcement that made many racers spend time sanding their daggerboards, on Monday 107 skippers started both the championship qualifier series for the seniors and the Junior North American Championship. Lebby Robertson of Charleston, South Carolina took the Junior North American title (see story, page 4).

In the qualifier series, Findlay took an early lead with three firsts. He feared, however, the “jinx” that has historically plagued the qualification series winner. No one, as far back as anyone could remember, had ever won the qualifier and gone on to win the North Americans. Findlay did win the qualifier, as a squall in Tuesday that forced the day’s races to be cancelled. The fleet reached for the nearest shore in a storm with winds clocked to 45 knots. With safety in mind, the race committee took a careful headcount (using two-way radios) to make sure no one was missing. The top 50 finishers from the elimination series, along with the top five from the Junior North Americans and seven former World and North American Champions made a Championship Fleet of 62.

The Championship began Wednesday with light-air aces Nancy Haberland and Jean Bergman finishing first and second in a shifty five-knot breeze. “It was a really tough series. By no means did I dominate this one. With the majority of races in this lighter air, I thought Nancy and Jean would be the ones to beat. It didn’t turn out that way,” said Findlay. Most present agreed that even though the winds stayed light, it was not a typical light air “crap shoot.”

As the winds picked up on Thursday, Kyle found his niche, scoring a fifth and two bullets. “Even though a lot of people weren’t expecting a decent breeze, the top guys were sailing to stay in phase,” said Kyle. “You still had to work the shifts just like in the lighter air to win.” Findlay also stayed on the right side of the course with a 1-2-3 keeping him in striking distance of first place. Lowrie was a longshot with his 4-7-12, but was firmly entrenched in third.

The last two races brought back the light air of earlier in the week. Crowded line conditions put a premium on a good start and escape from the pack. Some tried the early start approach, but with careful line sighting and hull numbers affixed to competing boats, a number of top competitors found themselves with a PMS next to their names—most notably Tom Donahue, of Brigantine, New Jersey, who got three. As race #7 progressed, the winds favoring the left side of the course diminished to a drifter. Findlay crossed the line first, only to learn later that racers who timed the race showed he finished four minutes after the time limit expired.

Kyle knew he had to sail well and did. “I was happy with my performance in the lighter air. Even though Bob was the one to watch, I was really more worried about staying in phase and keeping the speed up better than anyone else.” Even though Kyle had four wins to Findlay’s two, Findlay stayed close the last race squeaking out a fourth at the finish line and spoiling Kyle’s chance to be the only Sunfish sailor to win back-to-back North American titles.

“I was really glad to win the North Americans once,” noted Findlay. “After winning the qualifier four times, I’ve finally broken the jinx.”

In the Founders Cup, whose fleet comprised the 45 sailors from the qualifier series and Junior series who didn’t make the championship fleet, Mark Weider, of Syracuse, New York, was able to hold off Charles Ward, of Philadelphia, Pennsylvania, in a closely-contested, very competitive fleet.

(Photos p. 6, Results p. 13)
ISCA ADVISORY COUNCIL UPDATE
by Gordon Geick, Chairman

Sails
The 'good news—bad news' on the development of a Sunfish racing sail continues. However, it appears that the 'good news' is surging into a commanding lead with the finish line in sight.

To the bad news first. The two prototype test sails made from a better 3.8 ounce soft white cloth were sail tested at the North Americans in Delaware in July and also during three days of regattas in Bristol, Rhode Island. The testing involved about 25 races and the test sails appeared competitive in wind above 14 knots but not competitive in wind below 14 knots. The poorer light air results were attributed to luff entry and less draft. These two 3.8 ounce sails replaced prototypes 3.9 ounce sails that were tested in May of this year and had flapping leeches in 14 knots and heavier winds.

The 3.8 ounce cloth has the same basic weave as the 3.9 ounce cloth but is stronger with more threads per inch. Also, all of these test sails are made from a softer white cloth that has less resin added in the finishing process which turns the raw unfinished cloth into the final sail cloth. Experience has shown that the softer version of the cloth performs better than the harder version.

The good news is that face to face meetings between the Sunfish Class, Alcort and North Sails/Fogh begun in March 1988 are continuing. Larry McDonald from North Sails/Fogh in Toronto, Canada attended the United States Sunfish Class Association meeting held during the North Americans in Delaware in July. A sails status report was first given to members attending the meeting and then Larry gave a technical discussion on sails, heard our concerns/complaints/suggestions, and answered questions.

Upon returning to Canada, North Sails/Fogh immediately began another program to design, make and sail test still more versions of Sunfish racing sails while we were still testing the two 3.8 ounce sails in Delaware and Rhode Island.

As of the end of July, three versions are being sail tested by North Sails/Fogh at a regatta in Buffalo. If necessary, more versions will be made and tested by North Sails/Fogh until they are satisfied. At that point, several sails will be furnished to the class for our testing.

Hopefully, the Class will have sails to test by early September as time becomes important if we are to finalize a new racing sail this year.

Obviously, the above gives the Class a racing sail which is separate from the production sail. While this is a departure from previous history, it has many good features. A Sunfish racer can buy a 'racing' quality sail, Alcort can offer different versions of production sails in marketing Sunfish to the general public, and North Sails/Fogh gains marketing flexibility to control each version.

There have been preliminary talks on 'introducing' a new 'racing' sail to the dealers of the Class. This area will need full and careful study at the proper time. Watch for further developments in Windward Leg and hope for the best.

Daggerboards
A number of Sunfish Class officers, under the leadership of Rules Committee Chairman Gordie Geick, have been studying the Sunfish daggerboard, next to the sailor and the sail the most important boatspeed influencer.

A little history: Once upon a time, there was only one Sunfish board. Each was much like the others; it had a rounded bottom, and the leading and trailing edges were of a uniform chamfer.

Then Alcort did an unfortunate thing, which Alcort sometimes does, and came out with a board of different shape. It was a sexier shape; they called it the Shadow Shape, and it was supposed to help sell more boats. The trouble was the area was reduced, and sailors soon found it was slower than the old board. No serious racer would use it.

Then a very smart fellow named Bob Johnstone decided to let the sailors shape the edges of the board to any contour they thought was fast. People began making boards from scratch (it's not legal). At the very least, to be competitive, you had to spend hours reshaping your board. The out-of-the-box one-design concept flew out the window.

Then came the Barrington board, with a profile like the sexy Shadow Shape but with more area—about the same as the old round board. However, a lot of people still swear by the round board.

In the last two years, the Class officers have been searching for a way to give the non-carpenters a board with which to compete with the aerodynamicist wood-shapers. We tried some prototype plastic boards, but they failed in Bermuda's heavy air last year. We investigated custom-made 'ultimate' wooden boards, but the cost is at odds with the Sunfish objective of economical yacht racing.

Meanwhile, the World Council voted to make the Barrington board the only official Sunfish board, effective in 1989, with no shaping allowed. Because the plastic project came along, this rule was rescinded...perhaps prematurely, as it turned out.

Now, the Class officers are leaning to a return to the Barrington board, right out of the box, as the only sanctioned Sunfish board. We would add one proviso: boards that don't meet the Class dimensions (because they warp or get worn down) must be brought back to Class dimension, within published tolerances. Back to the basic, out-of-the-box ideal!

Of course nothing is ideal in this less-than-perfect world, especially since well-seasoned wood is almost impossible for Alcort to obtain, and anything less warps. But we think perhaps it is as close to ideal as we can get.

We would like your reactions before we propose this change to the ISCA Advisory Council. We have already asked the USSCA Board for their reactions; now we'd like yours. Please send your comments to:

Gordon Geick
Rules Committee Chairman
15 Birch Knoll Road
Collinsville, CT 06022

windward leg
Published quarterly by the International Sunfish Class Association for the information and enjoyment of its members, their families and friends. Subscriptions are available through membership in the International Sunfish Association. For membership information write to:
International Sunfish Class Association
P.O. Box 7-23
West Hartford, CT 06107

Articles of interest, features, photos and all regatta results are welcomed. In results include in finish order, name, hometown, race-by-race finishes, final score and a wrap-up including weather conditions. Please clearly identify the content of photos and to whom credit should be given.

Submission deadlines are:
Winter issue—October 15
Spring issue—February 1
Summer issue—May 1
Fall issue—August 15.

Send directly to:
Gail M. Turluck, Editor
Windward Leg
421 McKinley Street
Chelsea, MI 48118
MASTERS INTERNATIONAL CHAMPIONSHIP IN VENEZUELA

by Mauricio Costanzo

For how long have you Masters dreamed of competing in Venezuela's crystal clear warm waters propelled by a guaranteed 10-15 knot breeze and bathed in sunshine? Well, now that dream can become a reality! Make a note on your calendars... February 17th through the 24th, 1989 is the date set for the Masters International Championship to be held in Venezuela!

Conditions:
The waters of Pozuelo Bay in Puerto La Cruz, in the eastern part of the country, offer an IDEAL sailing environment in every sense of the word: north-east tradewinds rising in the afternoon to a steady 15 knots, short waves, temperatures rarely rising above 80°F, almost no humidity and clean water! The rainy season in Venezuela doesn't start until May or June so that's no problem.

Puerto La Cruz:
A growing port which because of its beautiful beaches, nearby exotic tropical islands and inexpensive lifestyle is rising in popularity among tourists from as far away as the U.S., Canada and Europe. Furthermore, Puerto La Cruz is well equipped with top rate hotels, restaurants, travel agencies, car rentals, shopping centers, etc. and an international airport.

Venezuela:
The exchange rate has helped a great deal in making Venezuela one of the most popular vacation spots in the Caribbean, currently at US$ 1.00 = Bs. 30.00, likely to fluctuate somewhat by February 1989. (The foreign currency is the 'Bolivar'.)

Just in case you're wondering, Venezuela is a completely democratic country. As far as a visa is concerned, a 'tourist card' is automatically given with any round trip ticket (for those who resist the temptation to stay here!).

The food is about as hard to adapt to as the warm water and refreshing sea breeze! We highly recommend the delicious variety of fresh fruit and fish, but if you're a diehard fan of Uncle Sam's cuisine, there's plenty of that available too.

So, now that I've sold you on Venezuela, you probably want to know more about the regatta... . . .

Regatta information:
Like I said, it will be held from February 17th to the 24th, 1989 and is being organized by the Venezuelan National Sunfish Class Association.

Sunfish sailboats will be supplied with the mast and booms. Remaining equipment must be brought by the participants. Registration fee is US$120.00 and you must be a 1989 member of the ISCA to be able to participate.

Details of the regatta (course, scoring, protests, awards, safety procedures, etc.) will be supplied at a later date along with a complete schedule of races and extra-curricular events.

Accomodations:
Several villas complete with 2-3 separate rooms, kitchenette and central living area have been reserved and will be assigned as registrations arrive.

Transportation:
Flight information to be provided at a later date.

More detailed information will be provided in the near future, but if in the meantime you have any questions, please contact us at the following address:

Mauricio Costanzo
KOSTAN SAILS
POBA International #76
P.O. Box 02-5255
Miami, FLA. 33102-5255

SUNFISH BOAT LAUNCHER

TOTE-A-BOAT™
A quality heavy-duty hand trailer for easy-in and easy-out launching of small boats to 14 ft. in length and up to 300 lbs. in weight.
- Aluminum, stainless steel, quality construction.
- Stainless steel axles.
- Wheels with 13 x 6.5 pneumatic TurfSaver wide-tread tires available.
- No-Mar rubber hull supports.
- Balanced—launch small boats with safety and ease.
IDEAL FOR SUNFISH, SUPER SUNFISH, FORCE FIVE, LASER, PHANTOM, ROWBOATS, CANOES & DINGHIES.

TINY-TOTE™
A two-wheeled thru-the-daggerboard slot dolly and launcher.
- Aluminum, stainless steel, quality construction.
- Stainless steel axles.
- Wheels with 13 x 6.5 pneumatic TurfSaver wide-tread tires available.
- No-Mar rubber supports.
- Detachable U-Bar for boats without centerboards.
IDEAL FOR SUNFISH, SUPER SUNFISH, FORCE FIVE, LASER & PHANTOM.
LEBBY ROBERTSON WINS 1988 JUNIOR NORTH AMERICANS

by Gail Turluck

Lebby Robertson met a long-sought goal by winning the 1988 Junior North American Championship. The Junior North American Championship is sailed at the same time as the senior North American qualifier series, on a separate course. The top five juniors qualify for the North American Championship. Six races were scheduled over two days. On Monday, the first day, the fleet faced light air, enough to permit all three scheduled races to be sailed. On Tuesday the fleet headed out to prepare for the start only to be chased ashore by lightning, a thunderstorm, and fog which prevented any further races being sailed. Lebby’s consistent starts and playing of shifts while covering top Annapolis Optimist sailor John Torgerson gave him an unbeatable 1-1-2.

For Lebby, in his last year of junior eligibility, the victory has an extra meaning. As winner of the regatta he won the Henry Clay Robertson IV Memorial Trophy, donated seven years ago in memory of his Sunfish-sailing brother who died in a freak accident at age 16. His father, Henry Clay Robertson III left nary a dry eye while telling Junior Banquet attendees of the history of the trophy and took great pride in having the honor of awarding the trophy to Lebby.

1988 Junior North American Championship winners are: (Front row, left to right) Lebby Robertson, 1st; John Torgerson, 2nd; John Gibbs, 3rd; Don Eschevarria, 4th; Peter Smuelders, 5th; (Back row, left to right) Jonathan Tueting, 6th; Andrew Buttner, 7th; Ernie Yarborough, 8th; Doug Borkowski, 9th and Matt Blesso, 10th. Photo by Daniel Turluck.

1988 JUNIOR NORTH AMERICAN CHAMPIONSHIP
Rehoboth Bay, DE
July 11-12, 1988
20 boats

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<tr>
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<td>5. Peter Smuelders</td>
<td>20</td>
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<td>6. Jonathan Tueting</td>
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<td>7. Andrew Buttner</td>
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<td>8. Ernie Yarborough</td>
<td>29</td>
</tr>
<tr>
<td>9. Doug Borkowski</td>
<td>29</td>
</tr>
<tr>
<td>10. Matt Blesso</td>
<td>30</td>
</tr>
<tr>
<td>11. Tucker Thompson</td>
<td>30</td>
</tr>
<tr>
<td>12. Ken Skapa</td>
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<td>13. Jay Koch</td>
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<td>14. Jason Campbell</td>
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<td>15. Josh Sharp</td>
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<td>16. Merritt Burke</td>
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<td>17. Jason Tiffany</td>
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<td>18. Kelly Martin</td>
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<td>19. Matthew Akerson</td>
<td>62</td>
</tr>
<tr>
<td>20. Lev Galkin</td>
<td>66</td>
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Southwest Regional Championship—Houston Yacht Club Fleet 573, LaPorte, TX. Bobby Deden, 845 Augusta F-95, Houston, TX, 77057, (713) 784-3835 or (713) 465-4411.


Southeast Regional Championship (Dixie Regatta)—Halifax Sailing Association, Lake Munroe, Sanford, FL. Dave Dunn, 330 Zelda Blvd., Daytona Beach, FL, 32018, (904) 255-6866 or (904) 257-2666.

March 11-12, 1989
U.S. Midwinter National Championship—Houston Yacht Club, LaPorte, TX. Becky Roof-Gray, 12241 Sandpiper, Houston, TX, 77035, (713) 728-2498 or (713) 240-4400.
RACING IN THE MOUNTAINS OF VERMONT

by Kathy Gaskill

On August 20th Sunfish enthusiasts from the northeast once again tuned up for the world championship by competing in the Sixth Hawk Sunfish Regatta at Lake Amherst in Plymouth, Vermont. An annual event that has steadily gained in popularity, the Regatta is hosted by Hawk Inn and Mountain Resort, a luxury retreat set on the shore of this crystalline mountain lake.

The Sunfish compete on a modified Olympic course in three races throughout the day—including a morning race clinic, a lunch-time barbecue and an end-of-the-day awards ceremony. Considering the fact that Vermont is "landlocked," one might be easily misled concerning the excellent opportunities that exist here for competitive and recreational sailing. Fortunately there's an increasing awareness of the numerous small waterways that act as a lure for those who appreciate an exhilarating mountain sail.

The Hawk Regatta is one of only two such competitions held in northern New England—the other was on Lake Spafford near Keane, New Hampshire on Sunday, August 21st, making this a special weekend for mountain sailors throughout the northeast.

Hawk Inn and Mountain Resort, whose commitment to quality has repeatedly earned them Mobil Four-Star and AAA Four-Diamond awards, is a luxury resort with a fifty-room inn, privately owned mountainside rental homes and expansive facilities that include all seasonal sports, a health spa and a gourmet restaurant. It is located on Route 100 in Plymouth, Vermont.

For information on the Regatta, call Kathy Gaskill at 802/672-3811.

Sunfish on Lake Amherst in view of the mountains in Plymouth, Vermont. Photo provided by Hawk Inn and Mountain Resort.

CLASS MEASUREMENT RULES NOW AVAILABLE

Earlier this spring all ISCA members received a newly revised edition of Bylaw 1: International Sunfish Class Association Measurement Rules as amended January 1, 1988. These rules are in effect for the current sailing year. If you did not receive the rules you can write to Class office: International Sunfish Class Association, P.O. Box 7-23, West Hartford, CT, 06107.

REMEmBER TEAM RACING?

by Paul Odegard

Team racing has been a popular tradition in the Sunfish Class dating back to the 60's. It has been a few years since we have had a Team Race National Championship, but it's back for '88—specifically September 17-18, 1988 at Barrington, R.I. For the unin initiated, team racing is an exercise of yacht racing and tactics with less emphasis on boat speed since the races (many!) are usually held on short courses. The overall Championship is determined by the best team win/loss record, thus individual performance is downplayed. The game requires a good knowledge of the racing rules since there is lots of 'close' racing. Team racing is not only challenging but it is fun! This year teams will be comprised of only three (down from 5) boats making it easier to compile a team. There is no restriction on the type of teams—can be a club, womens, masters, geographical, or just a 'pick-up' team. Plan to be there!

SUNFISH MIDWINTERS

March 11-12, 1989

Houston Yacht Club
La Porte, Texas

For information, call
Becky Roof-Gray  713-728-2498
North Americans . . . Impressions
by Jane Cochran

Sunfish sails of many hues
Patterns in yellow, oranges, blues
Burgees flying . . . from many fleets
Talk of sails and boards and cleats.

Sailors, wives, girlfriends and mothers
Sisters, brothers, babies, others
Becoming a small community
For a week together on land and sea.

The Rehobeth Bay Sailing Association
Providing for us a great vacation
By putting on a tremendous production
In a club they claimed was "under construction."

A long sandy beach, each boat in its place
A big shallow bay with plenty of space
The weather hazy, humid, hot
Sometimes windy and sometimes not.

1. Yes, the electric sanders were still out in force as thickness and width measurements on daggerboards were strictly enforced. Photo by Daniel Turluck.
2. On Friday and Saturday before the North American Championship, former Sunfish North American and World Champion Derrick Fries gave two-one day seminars. Derrick (standing) is reviewing some of the finer points of Sunfish trim. Photo by Daniel Turluck.
3. As a gentle reminder to buy more raffle tickets, this bright, shiny, new Sunfish graced the upper deck of RBSA the entire regatta week. Two Sunfish were raffled off to lucky winners Susan Benn, of Bethesda, Maryland, and Carmen Scarpa, of Avalon, New Jersey. Photo by Daniel Turluck.
4. Don Bergman in form during a pick-up round of horseshoes. Reports have it the crew from Brigantine beat Avalon and Illinois, while waiting for the band to tune up for the kickoff bash. Photo by Charlot Ras-Allard.
5. The steak roast cooked more than meat—the two volunteer cooks served up for over 2½ hours in 95 + degree heat. Their work was well appreciated as the steaks were terrific! Photo by Daniel Turluck.
6. The Cutters rocked all of Rehobeth Bay Sunday night making RBSA the place to be! Plenty of dancing and cool refreshments got the event off on the right foot. Photo by Charlot Ras-Allard.
The rush to the beach when the thunder came
The calling out of each sailor's name
The relief when all were accounted for
The pools of water on the clubhouse floor.

Enjoying some of the fun on land
The crab race, pool party, a real live band.
The RBSCA members providing great dinners
Two special banquets to honor the winners.

Twenty-one Juniors of whom we were proud
Receiving their prizes mid applause that was loud
The Championship series and Founders Cup
With awards in each for the tenth place and up.

The feeling of pride for a job well done
Of coping with rain and wind and sun
Listening to all of the tales that were told
Enjoying the friendships, both new and old.

Thanking the many who worked non-stop
Applauding the women who placed near the top
Confirming the bumper sticker that notes:
"REAL MEN DON'T HAVE CABINS ON THEIR SAILBOATS!"

7. The Monday morning skipper's meeting was held on the expansive two-layer deck at RBSCA. Photo by Daniel Turluck. 8. Molly Murray, Regatta Chairman, releases hermit crabs at the start of the North American Derby. Photo by Chariot Ras-Allard. 9. Visibility was about nil after the storm hit while the fleets were returning to shore on Tuesday. Boats were just about blown onto shore fully rigged! Photo by Daniel Turluck. 10. Rehoboth Bay Sailing Association is famous for their ice cream sundae bars, which was featured Wednesday night after the complimentary pizza dinner and the USSCA Annual Meeting. Photo by Chariot Ras-Allard. 11. New United States Sunfish Class Association President Alan Scharfe presents hosts Rob Davis, Commodore of Rehoboth Bay Sailing Association, and Molly Murray, Regatta Chairman, with a commemorative flag in thanks for all their work making the 1988 NA's a success. Photo by Daniel Turluck.
1988 USSCA Annual Meeting

The United States Sunfish Class Association Annual Meeting was held at the Rehoboth Bay Sailing Association, Rehoboth Beach, Delaware on July 13, 1988, in conjunction with the North American Championships. President Will White called the meeting to order at 6:00 p.m. Treasurer's Report

In Lee's absence the Treasurer's Report was reviewed and is presented below.

For the period January 1, 1987 through December 31, 1987

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<td>Sale of sail numbers</td>
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Expenses:

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SURPLUS [DEFICIT] for the year: $124,997

Ending Balance: $120,998

For the period January 1, 1988 through June 30, 1988

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Rules Committee—Gordon Geick, Chairman

The continuing main emphasis during the last year has been on sail and daggerboards. Both items still remain unresolved, but we hopefully are close to resolution. The Class meeting at the North American Championships in July 1988 should give the Class officers a clearer picture of what the USSCA membership wants the future sail and daggerboard to be.

However, I would like to inject a very strong caution note at this time. An informed decision on either sail or daggerboard requires careful consideration of all the factors involved. What might appear as the only solution or by far the best solution can fade and become unacceptable when other factors are considered. Don't rush to a decision before you listen and think about all points of view.

Revenue:

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SURPLUS [DEFICIT] for the year: $1,328.66

Balance as of June 30, 1988: $1,449.64

4. is the closest to the one-design, "right out of the box" concept. 5. allows room for existing built-up boards to the production shape. One other item, a huge advantage of the Sunfish as a one-design racing sailboat is its low cost and standard design. Boats and sails over 10 years old are still competitive. It is very hard to beat anyone on pre-1981-83 sailboards. Going to an optional racing daggerboard would probably be an expensive step and counter-productive to Class membership and participation. Where do we go from here? Think carefully about it and send your thoughts to the Class Office (ISCA, P.O. Box 7-23, West Hartford, CT, 06107). We hear from you.

In addition to reviewing his written report, Gordie headed a discussion introducing the subject of racing sails. Larry McDonald from North Salts/Fogh explained North Salt's point of view. After much discussion, the general feeling was that a racing sail would limit the scope of the class. Gordie would like to see the ISCA Advisory Council Committee at the World's. Next Gordie brought up the daggerboard problem. Will White gave a synopsis of the history of the board, then opened it to discussion. There are 3 possibilities: 1) go with a soft board, no alterations; 2) work toward getting a optimum board in wood, fiberglass, or plastics; 3) keep the status quo. Much discussion—no consensus.

Regatta Committee—Robert Heckman, Chairman

Bob was unable to participate in the meeting due to a broken collar bone. His written report is presented below.

The 1989 Regatta Schedule has not only achieved the same vitality as that experienced in the earlier eighties, but in some areas surpassed it. There are more class-sanctioned events than ever before and nearly all the scheduled 1988 events are dedicated to Sunfish only. Many of the sailing events listed in earlier schedules were open regattas accepting Sunfish. Schedule. Following the 76% increase in entries and a 20% increase in all events in 1987, this year had an 18% increase in U.S. events, and a 25% increase in total. This compares well to the 20% increase goal established last year. Northern regions showed equality in all events and significant increases in events were scheduled in the Southeast and inland Lakes regions. The other Eastern regions showed steady growth while the remaining Western regions remained stagnant or declined. Details of the history of the Sunfish schedule are contained in the table below.

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TOTAL: 167 122 78 143 171

Sanctioned Events. There are 15 Regional, 7 U.S. National and 2 International Championships on the 1988 schedule. This represents a 33% increase over last year. Notable additions are the return of the Masters International and Team National Championships. In order to confirm dates and communicate the requirements of sponsoring a sanctioned event, confirmation letters were sent to all World Championship qualifying event organizers.

Committee Members. Committee membership increased to eleven (11) with the addition of a woman, Susan Geick. Two regions, New York, New South, joined New England with appointments dedicated Regatta Committee members, freeing the Regional Representatives to perform other duties to promote the Class.

Regatta Organizers. A mailing list of active regatta organizers was constructed and used to solicit event dates for the 1988 schedule. This new list is composed of contacts for Sunfish regattas over the past three years plus anyone who indicated interest in running a regatta in 1988. The regatta organizers are identified in a separate field on the computerized list by the last name they are associated with this event. This allows the list to be kept current. In order to show the benefit of establishing dates for regattas early and submitting them to the committee, the Regatta Schedule was sent to all 1988 regatta organizers.

The success of the Regatta Committee is due to the dedication and hard work of the whole committee, particularly the personal solicitation and follow-up of potential regatta organizers by committee members. But even with all their efforts, written solicitation of past regatta organizers, compilation, editing and publishing of the schedule had been an enormous burden without the expert work of Loretta Dunne of the Sunfish Class Office. Special thanks to her for her efforts and for putting up with a persistent and sometimes imperious chairman.

continued on p. 9
USCA Annual Meeting, continued

Membership Committee—Larry Cochran

ISCA membership is a 1112 (as of 6/29/88), including 36 members outside the U.S. and 138 members in Canada. So far, we have not heard from the National Class Association in countries outside the U.S. Renewals are coming in at a good level now that the seminar has ended, but it is difficult to predict whether or not we will reach the 1987 level of 750 members. The Windward Leg mailed out in June included a reminder to renew membership and I have contacted the ISCA Membership Chairman for suggestions on how to increase membership.

It was necessary to increase membership fees for 1988 because of reduced financial support from Alcott Sailboats. A Family Membership was instituted to reduce the cost for members living at the same address. A new ISCA official website has been established in New Hartford to establish the functions and services pertaining to Membership. As a result of this change and the decision to increase dues, the 1988 dues billing was delayed until March 1st. I wrote, revised and edited several cover letters for mailings to members and responded by phone and by letter to many inquiries from members and potential members.

Alcott continues to provide ISCA material with each new Sunfish in order to encourage new owners to join. I have kept Alcott supplied with this material, including enough 1988 Registration and Membership Applications to cover 1988 Sunfish production.

Registration of boats has been eliminated. We register sailboats, not boats. A member may own more than one boat and obtain sail numbers for each but receive only one membership card.

A survey was sent to all members with the 1988 dues billing in order to find out how the Class might better serve its members. Gail Turluck is collating the responses and will report on the results later.

Fleet Committee—Don Esch, Chairman

Don was unable to be present for the meeting due to his wife's hospitalization. He especially wants regatta results from early Nationals, Windward Leg, and other sailing organizations and streamers, to include: boats per speed, do-it-yourself ideas, life-of-the-class articles (humor, historical, wild card). Get others interested in writing about the class: feature writers, book publishers, newsletters. The editor expresses an interest to try to make the news in the newsletter more current. It will be the committee's focus for the coming year.

Mission Statement

To encourage Sunfish sailors and their families to join other Sunfish families and have FUN!!

Objectives

1) To recommend and support the development of non-conventional formats for Sunfish events.
2) To assist regattas with the non-racing aspects of hosting their event.
3) To coordinate the "Good Times" input from all sources: Sunfish sailors and families, officers of the International Sunfish Class Association and other sailing organizations and sailors.
4) To assist the Class in promoting the benefits of Sunfish sailing and racing to the target markets of potential Sunfish sailors, accomplish by promoting the fun events sponsored by the Class.

Class Historian—Robert "Rapid" Butler

Rapid is trying to gather any material relating to the Sunfish class from day one. He has received a lot of interest in the project, but he needs help in putting things in the right order.

Purpose 1:

Public Relations

Write and distribute press releases on major regattas. Maintain working relationships with major sailing publications. Indirect advertising of the Class which includes passing handbills to key people in sailing, posting regatta notices at major regattas and sail offices, working booths at boat shows with Alcott/dealers.

Purpose 2:

Write reports and features for Windward Leg and other publications of major sanctioned events, smaller regattas, and items of note.

Photographer: Take winner's pictures at major events, shoot fun shots, and gather action photos from local photographers.

Directions for the future:

1) Targeting: Target people with Sunfish who are receptive to racing: under 16 and under 13, college students, adults moving back in boat size. Get them to join the Class and sail. Explain the importance of joining and benefits included, along with necessity for participation in sanctioned events. Target other races—Kielbock races, even if only one or two participate in one regatta a year; Class/regattas—let them know the Class is hot and competitive and it is difficult to be consistent. Women sailors—let them know the Sunfish is a single-handed boat that can be handled by lighter weight people in a wide range of conditions. Also target people who want to have fun as the class provides lots of this with its good competition.

2) Improve quality of Sunfish sailing life. How to articles in Windward Leg, to include: boat setup, do-it-yourself ideas, life-of-the-class articles (humor, historical, wild card). Get others interested in writing about the class: feature stories on regattas, profiles of "Sunfish people."

3) Serve as Ambassador for Sunfish at other regattas. Talk up the class, remind other sailors of those who started their careers in a Sunfish, help others acquire boats and try to get them to show them how fun and competitive the Class is.

President's Report—Bill White, III

We're learning to manage one of the world's largest one-design sailing classes. It's certainly the largest without a professional executive secretary.
USSCA Annual Meeting, continued

A lot of people have put a lot of work into it, I can't thank them all in this report, but I hope you understand that the Class appreciates and thanks them. Certainly I do.

One of the things we did early in the Class year was to switch lettershops from one in South Carolina to one closer in geographical proximity to the core group of class officers. And while we had to train a lettershop all over again, and slip some deadlines in the process, we think the Office in West Hartford has things pretty well under control.

A number of us spent a good deal of time in a sort of Delphi system, developing a new Constitution for ISCA. The USSCA Board has voted to approve it, and Paul Oedegaard is collecting votes from other national Sunfish Class Associations. The final OK must come from ISFYR, and we hope to get it to them for their Fall meeting.

The Board also voted to implement an option that was voted by the World Council at their 1986 annual meeting in Barrington, R.I.—to separate USSCA from ISCA and run our own affairs, supporting ISCA, of course, through a per-capita dues assessment to be made by ISCA each year based on a budget. Membership in USSCA will provide all the benefits of membership in ISCA. The reason for the move is to insulate us, as the largest group of Sunfish sailors by far, will always be able to govern our own affairs. Under the previous system, ISCA could have run USSCA.

One of the toughest jobs is to fill the U.S. quota at the World Championships in a fair and consistent manner. I hope this year we have designed a system that will give everyone a shot if he or she is a potential qualifier. If we can’t fill the quota with qualifiers, then all 1987 USSCA members can have a chance through the new wild card pool. If you want to go to Nassau in the Bahamas this Fall, make sure you sign up.

Two lucky Sunfish champions will receive financial help from the U.S. Sailing Foundation to go to the Worlds. We, and they, are most grateful. We have worked hard on building good relations with the Sunfish manufacturer, Albin Sailboats, Inc. They reneged on a financial support, but are again providing it, on a reduced basis. As a result, we had to double the dues, but it would have been much worse without any support at all. We are also working constantly with them to keep the Sunfish as one-design as possible—see Gordon Gilchrist’s Rules Committee report.

Don Esch has worked hard on reviving fleets and the fleet system, Larry Cochran on building Class membership, Ray Delash on enlarging the racing for masters (folks over 40), Gail Heausler on women’s events, and Bob Heckman on the hardest job of all—coordinating a growing list of regattas. In addition, we tackled some new areas this year. To preserve the most important part of the Sunfish heritage, we asked Charlie and Gibby Berry to chair a new committee, which we spontaneously named the “Good Times” committee. I hope the name sticks. The Berry’s, in consultation with a number of Class stalwarts, have developed a good times manual that should ensure more fun than ever at Sunfish events. We’ll be publishing it soon and sending it to each Fleet Captain and regatta sponsor.

We also named a Class Historian, “Rapid” and Donna Butter. They have both been part of the Class for many years, and will preserve the heritage of the past as Charlie and Gibby are projecting it into the future.

Charlie Has-Allant, one of the old Darian Sunfish Yacht Racing Association gang, has taken on the job of Class publicist with his usual gusto. And we want to lead three cheers for Gail Turluck, who finally accomplished what at least a dozen literary giants before her had failed to do—get out four issues of Windward Leg in one year. Hip, Hip ...

Finally, Lee Parks. She got us through the learning years, and we can never repay her. She has agreed to stay on as Secretary of ISCA, but her other five hats will have to be divided among others. Many thanks, Lee.

Nominating Committee—Don Bergman

Incumbent regional representatives had all agreed to serve another two year term. Los Blodgett (Southeast Region), Chris Houston (Mid-Atlantic Region), and Bob Heckman (New England Region) were nominated. There were no further nominations from the floor and each was elected by the members present from their district. Peter Ljungqvist (New York Region) was nominated by the committee. Joel Furman was nominated from the floor. Joel Furman was elected by the members present from this district.

Election of Officers. The Nominating Committee presented the following slate for two year terms:

President—Alan Scharte
Secretary—Jean Bergman
Treasurer—Larry Cochran

There were no further nominations from the floor. The slate was elected unanimously.

Alan Scharte, our new President, thanked Will White for four years of outstanding leadership through difficult times. Alan enthusiastically accepted his new responsibilities and welcomed the meeting at 11:15 p.m.

Respectfully submitted,
Jean Bergman
Secretary

Gail Turluck, Editor, Windward Leg, 421 McKinley Street, Chelsea, MI 48118. As a reminder you will find these instructions on the inside cover of each issue, along with deadline dates.

While this work can’t be done until after the sailing is over, it is still a very important part of the responsibility involved with hosting a regatta. Fellow Class members worldwide and those who sailed in your regatta really want to see the final results and have them for their own record. Help the Windward Leg reflect the true activity of the Class by keeping the editor filled in on your regatta results.

HOW TO REPORT REGATTA SCORES

by Gail Turluck

The only way regatta scores and reports are published in Windward Leg is by the regatta host writing them up and submitting them, preferably during the week after the regatta. To make the editor’s job a whole lot easier please try to do the following when preparing your scores and story for submission (best for those of you scoring by computer, set up your format to provide fields for each of these entries and let the computer do the rest).

Start with the name of the event, followed by the name of the host club, the waters on which the event was sailed, the date of the event, and the total number of boats entered.

Next list each competitor, in final overall order, along with his hometown and state, race-by-race scores (with throwouts indicated if used), and his final score.

Finally, a short recap of the highlights of the regatta provide you with an opportunity for publicity to encourage attendance at your event(s) next year. Don’t forget to gather snapshots (black and white preferred, color o.k.), clearly identify who is pictured (on a Post-it note stuck to the back is best), and identify who took the picture. Send this complete packet to Gail Turluck, Editor, Windward Leg, 421 McKinley Street, Chelsea, MI 48118.

SALES ☆ ACCESSORIES ☆ PARTS ☆ REPAIRS ☆ RENTALS

SANDMASTER DOLLY—$139.00
Model Number SD-170
• Fits Sunfish, Force 5, Zuma, Phantom, Laser, Laser II, Holder 12
• Anodized Aluminum Frame
• Stainless Steel Hardware
• Foam Filled Wheels
• It Floats

ALUMINUM HAND DOLLY—$285.00
Model Number 300TD
• Designed to transport small sailboats up to 15 feet and up to 300 pounds.

BOAT DOLLY—$124.00
Model Number RD-4
• Heavy-duty anodized aluminum tubing
• Self-aligning bunks are fully carpeted
• Polypropylene straps fitted with quick-release Delrin buckles
• Wheels are 16 x 4 fully pneumatic tires mounted on plastic wheel centers

PARTS—Shipped anywhere—We stock them all
SEND FOR OUR PARTS LOCATOR AND PRICE LIST
ADD $4.50 Shipping and Handling—WE SHIP UPS

180 West Main Street • Clinton, CT 06413 203/669-8065
Will White Replies...

To my knowledge, there is no agreed best shape for the new larger window ... just as there was no agreement on the old small one. I am having one installed that will measure 8-1/4" by 72", with the bottom about 12" from the boom and parallel to it, and the forward edge just an inch or so back from the luff tape. That should be close to just right, based on my experience with the smaller window. But only an actual trial will tell, so please don't take this as gospel. Any sailmaker can install one.

Philip Coggon
Wyckoff, NJ
regatta news

BERMUDA INTERNATIONAL RACE WEEK
Harrington Sound Sailing & Gilding Club and
Royal Bermuda Yacht Club
May 2-6, 1988
16 boats

- 1st Place: Michael Mather of Bermuda
- 2nd Place: Gordon Geick of Bermuda
- 3rd Place: David Fripp of Bermuda
- 4th Place: Jean Bergman of Bermuda
- 5th Place: Harry League of Bermuda

COLUMBUS SLEDDING CHAMPIONSHIP
Harrington Sound Sailing & Gilding Club, Bermuda
May 7, 1988
11 boats

- 1st Place: Dorriy Martinborough of Bahamas
- 2nd Place: Stephen Sheuunders of Curacao
- 3rd Place: Randall E. Swan, Jr. of United States
- 4th Place: Alan Scharfe of Bermuda
- 5th Place: Michael Fripp of Bermuda

MASTERS INTERNATIONAL CHAMPIONSHIP
Davis Island Yacht Club, Tampa, FL
April 3-5, 1988
49 boats

- 1st Place: Don Bergman of Northbrook, IL
- 2nd Place: Sonny DeCosta of Clearwater, FL
- 3rd Place: Joe Blouin of Boca Raton, FL

Variety was the "Spice of Life" at the first annual Surfsh Masters Inter-
national Championship sailed in Tampa, Florida. The week after Easter, Par-
ticipants had to call upon both their patience and body strength as the conditions
ranged from a complete drifter on a mild day to 22 knots wind and
challenging roller coaster seas. A total of forty-nine skippers from five
countries (USA, Peru, Curacao and Bermuda) participated in the six
race, one throw-out series.

On-shore activities as well as race committee duties were expertly managed
by the Davis Island Yacht Club, host of last year's Midwinters. Participants
t ook thanks to Mrs. Gall Heauer for her fantastic organizing efforts.

In spite of the changing conditions, Don Bergman of Northbrook, Illinois
showed remarkable consistency with three race wins and allow point total
of only 72% to take the overall championship. Local (Clearwater, FL) hot-
shot and former Bermuda Soreny DeCoste also sailed consistently (his worst
cast as a 4th) to take second place. Former North American Champion Joe
Blouin, who now sails out of the Davis Island, Y.C., finished up strong in
the last three races for third place. Jean Bergman finished in fourth place
and bested the feet of nine women competitors. Mr. alim and Eric Blackon
won the Easter Sunday practice race and finished fifth overall in the series.
Next was the top foreign competitors, popular Ernie Kervel, who barely en-
dured the drif ters but thrived on the heavy air and "chippy-chop-chop."
The largest foreign competitor (four) was the Portuguese who enhanced the truth
true international flavor of the event.

Trophies were awarded to the top 15 skippers overall. The top five awars
categorized as an achievement of crystal, ice buckets, a decanter, a vase and a square
plate which were either with a Surfsh. Trophies for 6th through
15th place were a little more useful such as a nautical belt, tote bag and
various other sailing paraphernalia.

—Paul Odegard

MIDWINTER NATIONAL CHAMPIONSHIP
Biscayne Bay, Miami Yacht Club, Florida
April 9-10, 1988
51 boats

- 1st Place: Robert Findlay of Glencoe, IL
- 2nd Place: Mike Catalano of Miami, FL
- 3rd Place: Nancy Haberland of Key West, FL
- 4th Place: Michael Zani of Jacksonville, FL
- 5th Place: Timothy H. Calle, FL

Results

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continued on p. 13
Midwinter Champion Bob Findlay poses with his trophy outside the Miami Yacht Club. Photo by Charlot Ras-Allard.

History repeats itself once more. Lake Michigan ace Bob Findlay, added another silver chervon to his collection, blowing out the fleet of 51 boats to take his fourth “Middle” title in five years. The first stated... you will be our guests at the Miami Yacht Club. You are invited to come early and stay late. Make a vacation out of the Midwinters. Sailors from near and far did just that. Many of the more “well-seasoned” Sunfish sailors competed the weekend before the Midwinters in the Masters Internationals in Tampa and stayed for the week in Florida.

The skipper’s meeting, led by 34-year old Sunfish “old-timer,” Mike Catalano, went off without a hitch. As sailors filed out, they saw what they feared most. The only thing that rose was the air temperature, by then well into the 90’s. No cure for an overheated world. The chase boats towed chains of Sunfish out and under the bridges for the several-mile commute to the race course on upper Biscayne Bay.

The race committee, with Carl Seely as its chairman, prepared the races, and told the racers to go to a nearisland for lunch. As in most normal sailing areas, a sea breeze filled in. Only 5-10 knots in strength, the Zephyr was enough to get the first race started. The unofficial pre-race favorite, Nancy Haberland, was up and running, wiping out the fleet and winning the first race. Surprisingly Bob was right up there in second in the lighter winds. Third went to Tim Hochuli, a Florida sailor well versed in light winds as noted by his top-ten performance at past SE Regionals and Citrus Bowl Regattas.

As Saturday progressed the wind stayed in the 5-10 knot range, a range perfect for the 120 lb. surprise winner of race 2, Charlot Ras-Allard. After the first weather mark, fast Bahamian Donnie Martinibough pulled ahead into first just in front of Charlot. The two stretched a lead that made it a two-man race. By the second windward mark Charlot was back in the lead for good with Donnie in second and Mike Catalano a distant third.

Needed to say, things never go quite as planned. The last two races, Donnie hoped the wind would hold, Nancy hoped for five knots and Charlot just wanted ten, no more, no less. The wind stayed in the 5-10 knot range, only to get shifty, a condition always bound to confuse sailors from the islands. Donnie got into his “lake” sailing mode, however, and scored his first bullet. Mike Zani, a hot 18-year-old out of Boca Raton and Falmouth, Mass., in the summers, stayed tight on Donnie’s heels. Finishing third was Joe Bous of New Orleans, the 1980 North American Champion.

Going into the last race most of the racers knew that "Bodacious" Bob could not beat. With a fourth and a last-place bullet, he blew out the second place finisher by almost three times his own score. Mike Catalano edged out the pack a that only had five points between third and eighth place. "Everybody just seemed to have that one bad race, or was it that they weren’t sailing as well for only one race?" one top-placed finisher noted.

A special thanks to Carl and Peggy Seely for being so hospitable to the Sunfish Class.

-Charlot Ras-Allard

1988 NORTH AMERICAN CHAMPIONSHIP

Rehoboth Bay, DE

July 9-15, 1988

107 boats

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<td>4. Bruce Sulphen</td>
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<td>5. Donald Martinibough</td>
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</tr>
<tr>
<td>6. Nancy Haberland</td>
<td>Satellite Beach, FL</td>
<td>82</td>
</tr>
<tr>
<td>7. Paul Wood</td>
<td>Brookfield, WI</td>
<td>99</td>
</tr>
<tr>
<td>8. Stephen Miezek</td>
<td>Rockaway, NY</td>
<td>117</td>
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<tr>
<td>9. Michael Conner</td>
<td>Wolfeboro, NH</td>
<td>126</td>
</tr>
</tbody>
</table>

North American Championship top ten are; (left to right) Stephen Manson, 10th; Paul Wood, 9th; Nancy Haberland, 8th; Jeff Martinibough, 7th; Don Bergman, 6th; Donald Martinibrough, 5th; Bruce Sulphen, 4th; Christopher Lowrie, 3rd; Scott Kyle, 2nd, and Bob Findlay, 1st. Photo by Charlot Ras-Allard.
Founders Cup top ten are: (left to right) Ernie Yarborough, 10th; Theo Goos, 9th; Susan Benn, 8th; Emily Littleton, 7th; Jay Koch, 6th; Barry Pierce, 5th; Chris Burn, 4th; Bill MacDonald, 3rd; Charles Ward, 2nd; and Mark Weider, 1st.

1. Mark Weider 3-1-5-1-3-2-1-(7) 15.25 Monroe, MD
2. Theo Goos 7-17-13-7-6-1-16-(20) 66.75 Dover, DE
3. Walter Bartoshesky 5-12-12-16-9-(DN)-22-18 94 Wilmington, DE
4. Chris Burn 4-2-(6)-5-5-6-4-5 31 Wilmington, DE
5. Emily Littleton 11-(16)-7-12-11-11-3-4 59 Frankford, DE
6. Sally Rusk 8-9-5-5-(DN)-11-0-0-0 150 Wilmington, DE
7. Ed Adams 11-11-10-9-12-12-11-11 151 Annapolis, MD
8. Mark Weider 3-1-5-1-3-2-1-(7) 15.25 Monroe, MD
9. Theo Goos 7-17-13-7-6-1-16-(20) 66.75 Dover, DE
10. Walter Bartoshesky 5-12-12-16-9-(DN)-22-18 94 Wilmington, DE

OPEN JAN SOFAT SUNFISH CHAMPIONSHIP Curacao, Netherlands Antilles April 24, 1988 30 boats

1. Stephen Smelser 2-Dirk Ooms 3-Alex Noone 4-Wim van der Gulk 5-Ko Geurts 6-Paul Marchany 7-Gilbert Gouverneur 8-Hans van de Straeten 9-Rene Brandt 10-Job Habraken

The Jan Sofat Yacht Club again organized its yearly Sunfish competition. As was the case last year, a minute Olympic triangle was to be sailed making it possible for a whole regatta consisting of 8 races of 25 minutes each to be sailed in one day. The series counted towards the qualification to the 1988 World Championship. Ten qualification points could be achieved with a first place and a minimum of one point with a tenth place. On the day of the races the steady weather pattern characteristic of Curacao broke. The average wind speed was 18 knots. Shifts of up to 40 degrees where almost the order of the day making it impossible for the sailors to predict the favorable side of the course. Not to mention the about task it created for the race committee of setting a fair starting line. A notable fact was that the age of the race committee members on the starting boat did not exceed 15 years. Despite the conditions they performed exceedingly well, according to the sailors.

According to the eventual winner of the series the trick was to start at the leeward end and then to tack on to port on the first shift even though the windward side may have been favored at the outset. A good performance was given by the Marine Yacht Club member Dick Ooms. Said Stephen Smelser: "He would appear out of nowhere and force me to tack away and he had tremendous boatspeed in the gusts." Sailing veteran Rik Geurts made quite a comeback at the series after not having sailed in a Sunfish for three years. He placed fifth.

—Al R. Rose

U.S. WORLD'S SAILORS NAMED

Following are the 34 sailors eligible and qualified from the United States to sail in the 19th Sunfish World Championship in Nassau in October.

Ed Adams-Asheville, NC
Ashley Beatty-Chicago, IL
Bill Bergman-Tampa, FL
Don Bergman-Naperville, IL
Francis Blesso-Daytona Beach, FL
Joe Blohm, Jr.-St. Petersburg, FL
Sonny DeCosta-Ballston Lake, NY
Earl Dozier-Walls, WY
Den Esh-Whitehall, MI
Joel Fixman-Rehoboth Beach, DE
Nancy Haberland-Winston, VA
William Haberland-Charleston, SC
Bob Heckman-Huntsville, AL
Richard Heinl-Baltimore, MD
Tim Hochuli-Santa Monica, CA
Tom Klotz-Huntington Beach, CA
Chris Lowerie-Bootingham, NY
Steve Manson-Enfield, CT
Jim Murphy, Jr.-Montgomery, MD
Paul Odegard-Naperville, IL
Henry Paschall-Woodbridge, VA
Larry Pearlman-Churchill, VA
Tom Raster-Chicago, IL
Leonard Ruby-Coral Gables, FL
E. Randall Swon-Naples, FL
Gail Turluck-Charleston, SC
William Van Cleave-Charleston, SC
David Weeks-Boca Raton, FL
Chris Williams-West Hartford, CT
Will Whitehill-Delaware, DE

USSF SUPPORTS TWO USSCA SAILORS TO THE WORLDS

by Gail Turluck

The United States Sailing Foundation (formerly the United States International Sailing Association) has announced grants to two United States Sunfish Class Association members. Scott Kyle, of Winnetka, Illinois, and Nancy Haberland, of Satellite Beach, Florida, will each receive $600 to assist with their expenses in attending the 1988 World Championship in Nassau, The Bahamas in October. The USSCA congratulates these two fortunate and skilled sailors and thanks the USSF for its support.
NEW SUNFISH FLEETS

The class heartily welcomes the following fleets into the fold:

<table>
<thead>
<tr>
<th>Fleet</th>
<th>Captain</th>
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<tbody>
<tr>
<td>#653 Muddy Water Yacht Club Lake Conway, Florida</td>
<td>Tim Hochuli 3970 Buggins Rd, Cape Coral, FL 33907</td>
</tr>
<tr>
<td>#654 Saga Bay Sailing Club Saga Bay, Florida</td>
<td>Fay Lyons 20320 S.W. 80th Ave, Miami, FL 33189</td>
</tr>
<tr>
<td>#655 Camp Mohawk Sunfish Fleet Cheshire Reservoir, Mass.</td>
<td>Ralph J. Schuman 107 Davis Ave, White Plains, NY 10605</td>
</tr>
<tr>
<td>#656 Lake Quivira Sailing Club Lake Quivira, Kansas</td>
<td>Mary Beth Blake 570 Lakeshore West Kansas City, KS 66106</td>
</tr>
<tr>
<td>#658 Windjammers of Clearwater Clearwater Florida</td>
<td>Steve Honour 6837 38th Ave, N. St. Petersburg, FL 33709</td>
</tr>
<tr>
<td>#659 Lakeside Yacht Club Galveston Bay/Clear Lake</td>
<td>Russ Dean 2425 NASA Rd 1 Seabrook, TX 77586</td>
</tr>
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RE-CHARTERED FLEETS

| #241 Halifax Sailing Association | Dave Dunn 300 Zebra Boulevard Daytona Beach, FL 32114 |
| #385 Smoke Rise Sailing Club Smoke Rise Lake, N.J. | John J. Brett 581 Greenhill Road Kinnelon, NJ 07405 |
| #614 Leland Yacht Club Lake Leelanau, Michigan | Susan Metto P.O. Box 33 Leland, MI 49654 |

CURACAO CARNIVAL

by Alex Roose

On Monday, 15 February 1988, the Curacao Sunfish Sailing Association organized its traditional “Carnival Race.”

The sailors were still suffering from the excesses of the grand Carnival parade the day before so, as can be imagined, no one was in tip-top condition. The contingent from the Dutch Marines is unfortunately never able to take part in this yearly event, Carnival Monday being a normal working day for them. Due to the difference in strength between the experienced sailors and the beginners, the races were divided into three classes.

In the A-class, Stephen Smeulders demonstrated his superiority by remaining effortlessly in front of his rivals Wim v.d. Gulik (2nd) and Alex Roose (3rd). Six participants from the Aruba Worlds were represented in the A-class.

The B-class, with 13 participants, provided a strong winner in Chantal Voorbraak who beat all her male competitors. Rising star, Ton Houtman and Gerard Helmich followed closely at her heels.

In the C-class, Marja Brandt saw her efforts crowned with a first place. Erik Ooms, Dirk’s younger son, was second, and yet another lady, Barbara Halabi, third.

All in all these races were great fun, though the wind was fairly strong. The Curacao Sunfish Sailing Association is seriously considering holding the 1990 or 1991 Worlds around the same time of year (February), so that the participants will be able to enjoy our Curacao Carnival.

Mark action at the Curacao Carnival Regatta with Stephen Smeulders (77), Wim van der Gulik (1848) and Paul Marchena (1879) fighting for inside rights. Photo provided by Alex Roose.
classifieds

AUTOGRAPHED—Books by Derrick Fries— “Successful Sunfish Racing,” $14.50 (non-U.S. residents, $17.50), and “Singlehanded Racing,” $11.50 (non-U.S. residents $14.50). North American and World Champion tells how to place well in racing. His latest book offers high performance sailing techniques to singlehanded competitors. Send checks to: Margaret Beadle, 378Z Covert, Pontiac, MI, 48054 (MI residents add 4% tax).

SUNFISH VIDEOTAPES—Available from the U.S. Sunfish Class Association. videotapes of the First World Championship in St. Thomas, the Third World Championship in Bermuda, and “Sail to Freedom,” the most beautiful sailing movie ever made (all about Sunfish, with a few Force 5’s for added excitement). VHS or Beta, $39.95 each, $10 refunded if returned in two weeks. Proceeds benefit the Class. USSCA, 69 Waterside Lane, West Hartford, CT, 06107.

SUNFISH WINDOWS—Installed to your own or Class recommended specifications. $25 including return shipping. Also: sail repairs at blue collar rates. One week service. Bob Cullen, 16 Hillside Road, RFD 5, Colchester, CT, 06415, (203) 537-1065.

THE SUNFISH BOOK—autographed by author Will White, 2-time North American champ, President of USSCA. Everything you want to know about your Sunfish—history, speed tips, racing techniques and tactics, cruising. Hardcover, 175 pages, 120 photos and diagrams, only $10 (jacket price is $15.95) plus $2.95 postage and handling. Will White, 69 Waterside Lane, West Hartford, CT, 06107.

ARUBA VISTALMAR RESORT offers beautiful vacation apartments with all amenities at reasonable prices with personal attention. Located on the water where you can have your own Sunfish for your entire vacation. Regatta can be arranged for groups. Write Alby Harzagayar, Vistalmar, Bucutiweg 28, Oranjestad, Aruba, for brochure. Phone 011-2975-47737, evenings preferred.

CLASSIFIEDS—Space available. Write Windward Leg, 421 McKinley Street, Chelsea, MI, 48118, for rates and further information.

TROPHIES-AWARDS-GIFTS—The Regatta Collection. High quality nautical sculptures constructed of exotic and domestic hardwoods. Handmade and signed by the designer-craftsman, Mark T. Diebolt. A unique and affordable alternative to the standard trophy or award. Send $1.00 for color brochure to: Treebourne Woodworking, P.O. Box 17663, Dept. 8, Rochester, NY, 14617.

SUPER SUNFISH RIG—complete. Includes sail, 2 piece mast, boom, daggerboard and traveler. $85.00 FOB: RI. Phone Henry DeWolf, (800) 521-0065 (New England area only), (401) 434-3516 (daytime, outside of New England), (401) 253-6323 (evenings).

EVERYTHING YOU EVER WANTED TO KNOW ABOUT SUNFISH RACING OVER THE LAST 20 YEARS BUT WERE TOO CHEAP TO SUBSCRIBE—Six articles/29 pages reprinted from Yacht Racing & Cruising Magazine, $5 ppd, SPeco, 183 Box Mountain Dr., Vernon, CT 06086.

THE BOAT TUNER—is my new invention for Sunfish. Lightweight, it mounts with no holes on the deck and easily shows you good and bad moves. Send $23.95 + $2.50 shipping to Bruce Holtermann, P.O. Box 434, Gloucester Point, VA, 23062.

REPRINTS OF WINDWARD LEG from No. 1 available in a one-time offering. Answers to many of those maintenance, go-fast, and rigging questions are contained in the back issues of our newsletter. Single issues, $1.50 plus 50¢ shipping; complete set of 30, $30.00, includes shipping, to Gail M. Turluck, 421 McKinley Street, Chelsea, MI, 48118. Allow 8-10 weeks for delivery.

ROLEX TO SPONSOR 1988 WORLDS!

by Gail Turluck

Rolex has become the first corporate sponsor in the history of the Class for the Sunfish World Championship which will be held in Nassau, The Bahamas, October 15-22, 1988. Local Rolex distributor, John Bull, Limited, worked with the regatta organizing committee to secure this sponsorship. The Class is pleased to welcome Rolex to the fold and is looking forward to an enduring relationship.