Linton Wins Third Straight N.A. Title

Brian Weeks

Lewes Yacht Club, on Delaware Bay at Lewes, hosted this year’s North American Championship, July 29-August 4. Hot weather and a mix of wind strengths made for interesting sailing conditions. Lewes Yacht Club, led by Commodore Connie Miller and Regatta Chairman George Chambers, threw a superb party all week long. Good food, fun activities, giveaways, and night time outings were just some of the great things that the event will be remembered for.

On the water, it was very hot and hazy, with temperatures in the 90’s. The first four days of sailing saw light morning winds which slowly built to a good sea breeze by mid afternoon. The weather watch in the NA’s daily newspaper, “Sheet Lines,” predictably read “Hazy, Hot, Humid with light winds from the south, and a chance of pm boomers”. The final day of the event brought some different conditions, with a puffy westerly coming off the beach.

On Monday and Tuesday, while the Junior North American Championship was being sailed, the seniors sailed a Qualifying series. Smuelders, Van Cleef, Donahue, Findlay, Katerheinrich, Thompson and Linton move along on first reach.

Divided into four fleets, each sailed against the other twice, and by Wednesday morning the Championship and Founder’s Fleets were determined.

James Liebl, of Chicago, dominated the first light air race of the Championship series. Liebl, who had been third at this year’s Midwinters, sailed well for the rest of the week to pull out a fifth overall. Race 2 was won by David Van Cleef, of South Carolina. Van Cleef, showing amazing boat speed and tactical ability all week, won three out of the eight races in the final series. With a throw out, he was leading the series going into the final day.

Looking strong with a win in Race 6, he went on to place 10th and 13th in the final two races, for second overall.

Nancy Haberland, top woman, also sailed consistently well all week, winning one race and placing fourth overall. Tom Donahue, of Brigantine, New Jersey, also had a shot going into the final race. He sailed very strongly all week and ended up third overall.

However, Jeff Linton, of Tampa, Florida, was the one who was always there, silently waiting once again to take home the top honors. Looking like he would have to settle for only a top five finish, suddenly there he was, once
again sailing almost flawlessly to victory. Linton never finished above third, but never below ninth. Consistency is the name of the game and Linton proved it for the third year in a row. Linton joins the ranks of a few others who have won three North American Championships; however, he sets a record by being the first to win three, back to back.

Sailing on the A Course was tricky, with a great deal of tide affecting the strategy and the starting line. The week was marked with black flag starts and close mark roundings in the current of Delaware Bay.

## 1995 NORTH AMERICAN CHAMPIONSHIP CHAMPIONSHIP FLEET

### AUGUST 2-4

<table>
<thead>
<tr>
<th>Boat Number</th>
<th>Name</th>
<th>State/Hometown</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Jeff Linton</td>
<td>Tampa, FL</td>
</tr>
<tr>
<td>2</td>
<td>David VanCleef</td>
<td>Annapolis, MD</td>
</tr>
<tr>
<td>3</td>
<td>Tom Donahue</td>
<td>Brington, NJ</td>
</tr>
<tr>
<td>4</td>
<td>Nancy Haberland</td>
<td>Annapolis, MD</td>
</tr>
<tr>
<td>5</td>
<td>James Liefel</td>
<td>Chicago, IL</td>
</tr>
<tr>
<td>6</td>
<td>Todd Edwards</td>
<td>Gulfport, MS</td>
</tr>
<tr>
<td>7</td>
<td>Red Koch</td>
<td>St. Petersburg, FL</td>
</tr>
<tr>
<td>8</td>
<td>Paul-Jan Patin</td>
<td>Bayside, NY</td>
</tr>
<tr>
<td>9</td>
<td>Stephen Smeulden</td>
<td>Albany, NY</td>
</tr>
<tr>
<td>10</td>
<td>JS Higgins</td>
<td>Colorado Springs, CO</td>
</tr>
<tr>
<td>11</td>
<td>Rich Chapman</td>
<td>Libertyville, IL</td>
</tr>
<tr>
<td>12</td>
<td>Todd Gay</td>
<td>Springfield, PA</td>
</tr>
<tr>
<td>13</td>
<td>Matt Cottrell</td>
<td>Lewes, DE</td>
</tr>
<tr>
<td>14</td>
<td>Bill Demingfort</td>
<td>Lewes, DE</td>
</tr>
<tr>
<td>15</td>
<td>Fat Bob Findlay</td>
<td>Delaware, DE</td>
</tr>
<tr>
<td>16</td>
<td>Don Bergman</td>
<td>Holland, MI</td>
</tr>
<tr>
<td>17</td>
<td>Chip Clifton</td>
<td>Sarasota, FL</td>
</tr>
<tr>
<td>18</td>
<td>Charley Clifton</td>
<td>Center Moriches, NY</td>
</tr>
<tr>
<td>19</td>
<td>Ken Mockridge</td>
<td>Yorktown Heights, NY</td>
</tr>
<tr>
<td>20</td>
<td>Jason Augustine</td>
<td>Hollis, ME</td>
</tr>
<tr>
<td>21</td>
<td>Jean Bergman</td>
<td>Newport, RI</td>
</tr>
<tr>
<td>22</td>
<td>Lee Parks</td>
<td>Cortland, NY</td>
</tr>
<tr>
<td>23</td>
<td>Ron McHenry</td>
<td>E. Greenwich, RI</td>
</tr>
<tr>
<td>24</td>
<td>T.J. Pascualde</td>
<td>Manchester, CT</td>
</tr>
<tr>
<td>25</td>
<td>Kim Charles</td>
<td>New Orleans, LA</td>
</tr>
<tr>
<td>26</td>
<td>Larry Cochran</td>
<td>Lewis, DE</td>
</tr>
<tr>
<td>27</td>
<td>Dan MacAlvyre</td>
<td>Lewes, DE</td>
</tr>
<tr>
<td>28</td>
<td>Richard Hagen</td>
<td>Portsmith, RI</td>
</tr>
<tr>
<td>29</td>
<td>Joel Parman</td>
<td>Newport, RI</td>
</tr>
<tr>
<td>30</td>
<td>Mark Weider</td>
<td>Rochester, NY</td>
</tr>
<tr>
<td>31</td>
<td>Al Thompson</td>
<td>East Aurora, NY</td>
</tr>
<tr>
<td>32</td>
<td>Tom Katterheim</td>
<td>New Knoxville, OH</td>
</tr>
<tr>
<td>33</td>
<td>Derek Jackson</td>
<td>Matts, Lakes, NJ</td>
</tr>
<tr>
<td>34</td>
<td>Dale Dunstan</td>
<td>Redington Shores, FL</td>
</tr>
<tr>
<td>35</td>
<td>Charles Brunning</td>
<td>Miami, FL</td>
</tr>
<tr>
<td>36</td>
<td>Derek Stow</td>
<td>Masts, Lakes, NJ</td>
</tr>
<tr>
<td>37</td>
<td>James Rabitti</td>
<td>Tampa, FL</td>
</tr>
<tr>
<td>38</td>
<td>Shane Odler</td>
<td>Deerfield, IL</td>
</tr>
<tr>
<td>39</td>
<td>Court Young</td>
<td>Monroe, NY</td>
</tr>
<tr>
<td>40</td>
<td>Peso Seifert</td>
<td>Summit, NJ</td>
</tr>
<tr>
<td>41</td>
<td>Bill Haberland</td>
<td>Satellite Beach, FL</td>
</tr>
<tr>
<td>42</td>
<td>Brian Weeks</td>
<td>Patchogue, NY</td>
</tr>
<tr>
<td>43</td>
<td>Liam Cavenagh</td>
<td>Wilmette, IL</td>
</tr>
<tr>
<td>44</td>
<td>Alex Conway</td>
<td>Islip, NY</td>
</tr>
<tr>
<td>45</td>
<td>Mike Powder</td>
<td>Webster, NY</td>
</tr>
<tr>
<td>46</td>
<td>Jeff Ohion</td>
<td>Sarasota, FL</td>
</tr>
<tr>
<td>47</td>
<td>Robert Conway</td>
<td>Islip, NY</td>
</tr>
<tr>
<td>48</td>
<td>Doug Kahlkein</td>
<td>Rochester, NY</td>
</tr>
<tr>
<td>49</td>
<td>Zon Dominel</td>
<td>Columbia, SC</td>
</tr>
<tr>
<td>50</td>
<td>Bob Welter</td>
<td>Lewes, DE</td>
</tr>
<tr>
<td>51</td>
<td>Susan Swenik</td>
<td>Upper Darby, PA</td>
</tr>
<tr>
<td>52</td>
<td>I. Hoffmeyer</td>
<td>Milton, DE</td>
</tr>
<tr>
<td>53</td>
<td>Sue Ferguson</td>
<td>Brington, NJ</td>
</tr>
<tr>
<td>54</td>
<td>Pat Manning</td>
<td>Austin, TX</td>
</tr>
<tr>
<td>55</td>
<td>Anne Bucilla</td>
<td>Quincy, MA</td>
</tr>
<tr>
<td>56</td>
<td>John Demmel</td>
<td>N. Weymouth, MA</td>
</tr>
<tr>
<td>57</td>
<td>Max Weider</td>
<td>Rochester, NY</td>
</tr>
<tr>
<td>58</td>
<td>Gerry Calhoun</td>
<td>Belgrade Lakes, ME</td>
</tr>
</tbody>
</table>

**Trophies**

- SUNFISH TROPHIES
- FAST SERVICE
- ASK FOR OUR CATALOG

**Eclipse**

**Marblehead, MA**

**800-343-0710**

**FAX 617-631-2733**

**Windward Leg Summer 1995**
1995 NORTH AMERICAN CHAMPIONSHIP
FOUNDERS FLEET
AUGUST 2-4

76574 Steve Evans                  Lewes, DE                  1-7-9-5-2-2-dns                  34.75
  54708 Cory Thompson               Littia, FL                  16-1-1-13-1-9-1-dns                  41
  477545 Paul Ringle                Lake Bluff, IL                  3-6-7-8-4-10-dns                  45
  21681 Joe Sullivan                Southold, NY                  21-5-4-3-12-5-4-dns                  54
  85118 Kathy Remmer                Sayville, NY                  2-5-4-6-13-9-dns                  58
  76339 Phillip Summer               Savannah, GA                  dns-2-2-1-7-6-dns                  62.75
  24717 Peter Beckwith              Wayland, MA                  4-13-10-2-17-19-2-9                  67
  49479 Tom Doris                     Sparta, NJ                  7-14-23-14-8-10-12-5                  70
  77275 Chris Straw                  Lewes, NJ                  5-4-dns-4-4-6-7-dns                  75
  2745 Dan White                     Highland Park, IL                  13-3-8-dns-3-1-3                  73.75
  2455 Janice Mason                  Lewes, DE                  9-22-5-16-11-8-dns                  83
  38066 Don Acker                     Palm Coast, FL                  6-11-22-24-11-21-1-4                  86
  77032 Justin Stang                  Sayville, NY                  14-17-6-14-17-13-5                  93
  61430 George Jackson               Mt. Lakes, NJ                  25-9-11-19-6-18-17-dns                  105
  76658 Raymond Fleppys               Lake Jackson, TX                  33-12-21-18-10-20-23-3                  113
  100775 Jill Feldman                Highland Park, IL                  12-18-13-7-18-20-26-4                  114
  77514 Melissa Warren                Gulfport, MS                  10-dns-dns-20-9-13-13-dns                  141
  77527 Russ Tatum                     Wilmington, DE                  32-21-17-27-23-31-2-1                  144.75
  83733 Michael McLeod               Savannah, GA                  dns-15-dns-16-13-12-5-dns                  147
  77220 Cathy Tatum                    Wilmington, DE                  23-25-20-17-22-30-22-dns                  159
  75193 Siaghal MacColligan              Atlantic City, NJ                  24-27-15-21-24-25-dns                  160
  68880 John Gibbons                   Langhorne, PA                  29-23-14-26-19-29-21-dns                  161
  84919 Colleen Bihas                    Wilmington, DE                  31-16-19-15-dns-dns-2-6                  162
  86644 Laura Borkowski               Ponte Vedra Beach, FL                  17-dns-dns-12-20-14-18-dns                  167
  58914 Connie Miller                   Lewes, DE                  18-10-3-11-dns-dns-dns-14-dns                  177
  7884 Mac Bickmore                  Glencoe, IL                  8-20-16-20-dns-24-dns-dns                  186
  19742 Betsy Schmidt                   Rehoboth, Bch, DE                  20-24-25-23-dns-dns-dns                  209
  76819 Reed Lowden                      Jackson, MI                  36-29-24-33-26-33-31-dns                  212
  49489 John Henrissen                  Lewes, DE                  22-dns-dns-dns-8-14-dns-dns                  216
  73397 Mary Charles                    Manchester, CT                  30-dns-dns-28-dns-15-16-dns                  218
  73371 Rex Burgosfer                   Winnetka, IL                  28-26-dns-30-dns-19-dns-dns                  237
  77194 Paige Deiner                      Lewes, DE                  15-26-22-dns-dns-dns-dns-dns                  241
  60229 Christina Mauil                   Lewes, DE                  11-dns-dns-dns-dns-32-29-dns                  244
  76049 Mike Staw                         Mts. Lakes, NJ                  dns-dns-dns-dns-dns-dns-22-20-dns                  245
  85002 Steven Fleming                  Lewes Beach, DE                  14-23-dns-13-dns-dns-dns-dns                  250
  19 Lois Bledgett                      Delray Beach, FL                  19-dns-dns-dns-dns-16-dns-dns                  253
  77007 Ellen Rowen                      Spray Beach, NJ                  dns-dns-dns-dns-34-30-dns                  268
  77479 Chris Hollingsworth              Lewes, DE                  dns-dns-dns-dns-dns-dns-dns-dns                  294
  82712 Rosemary McMullen                Haddonfield, NJ                  34-dns-dns-dns-dns-dns-dns-dns                  298
  22000 Cheryl Bailey                        Etobicoke, Ont., CAN                  35-dns-dns-dns-dns-dns-dns-dns                  299

Founders Fleet award winners; Steve Evans, center.

A buddy system in effect throughout the week added a touch of camaraderie to the event. Other happenings included a Barbecue, Steak dinner, Junior Awards Banquet/Italian Buffet, Kraty Games/Pooy party for Juniors, Delmarvous Chicken dinner, Appreciation Cocktail Party, and the Awards dinner.

Founder's series

The Founder's Series was closely contested. The Founder's fleet consists of those finishing in the lower half of the qualification series, but is no less competitive than the Championship fleet. Local junior sailor Steve Evans was most consistent, winning by six and one quarter points over Cory Thompson, of Tampa. There was some confusion in the final race of the series when only six boats started properly and were scored, but none of the top positions were affected.

Our hosts at Lewes Yacht Club should be proud of this event which came to pass in the first week of August after months of preparations. Everyone went away with fond memories, new friendships, and pride in a regatta well sailed. It was an enjoyable vacation week for everyone. Food, music, activities and after hours entertainment were all great. There was some extemporaneous fun with the mysterious disappearance of Team Florida's flag during the week. The Buddy System was a good mixer that everyone seemed to enjoy. Most of all, it was great to see a turnout of 127 boats, with 39 Juniors and Midgets.

Tom Doris (59579), Raymond Phillips (76658) and Tom Doris (59579) round leeward mark.

1995 APS Catalog
Parts, Clothing & Accessories

Our Catalog & Our Service
Say It All

Call 24 hours a day to receive our 48 page Dinghy Catalog. Filled with all the newest & latest SUNFISH products along with informative diagrams and pictures

APS
Annapolis, Maryland
(410)-268-3676 fax 268-0527
On Monday and Tuesday, the Junior North American Championship was sailed on Course B. Three general recalls, traffic jams at the jibe marks, and light winds made for interesting and challenging sailing on Monday. Many lamented the boat lengths they lost as they rounded the marks in the currents and tides. Bullets were widely distributed among some of the juniors. Jeff Olson, of Team Florida ( Sarasota), gave a strong showing but had to keep a twelfth place finish on Day 2 which moved him out of the victory spot. It was newcomer T. J. Pascalides, of Newport, RI, who persisted with two firsts and two seconds, keeping a sixth as his worst race. T. J. gets a spot at next year’s World Championship in the Dominican Republic. The top five juniors, rounded out by Liam Cavanaugh, Alex Conway, and Suzanne Groves, went on to compete in the Championship (Gold) Fleet on Wednesday morning. To give you an idea of the level of competition in the junior fleet, ninth place finisher Steve Evans went on to win the Founder’s Fleet series.

---

**Midget Championship**

Lewes Yacht Club hosted the first ever, Midget NAs, held in conjunction with the Junior NA’s. The Midget sailors (under age 14) saw a close battle between Pete Campana, of Long Beach, NJ, and Siaghal MacColgain, of Ireland. MacColgain had three bullets, and finished only half a point back in second. Campana sailed on to victory with no finish worse than a third. Andy Miller, of Lewis, rounded out the top three.

---

**Junior NA’s**

On Monday and Tuesday, the Junior North American Championship was sailed on Course B. Three general recalls, traffic jams at the jibe marks, and light winds made for interesting and challenging sailing on Monday. Many lamented the boat lengths they lost as they rounded the marks in the currents and tides. Bullets were widely distributed among some of the juniors. Jeff Olson, of Team Florida ( Sarasota), gave a strong showing but had to keep a twelfth place finish on Day 2 which moved him out of the victory spot. It was newcomer T. J. Pascalides, of Newport, RI, who persisted with two firsts and two seconds, keeping a sixth as his worst race. T. J. gets a spot at next year’s World Championship in the Dominican Republic. The top five juniors, rounded out by Liam Cavanaugh, Alex Conway, and Suzanne Groves, went on to compete in the Championship (Gold) Fleet on Wednesday morning. To give you an idea of the level of competition in the junior fleet, ninth place finisher Steve Evans went on to win the Founder’s Fleet series.

---

**Midget Championship**

Lewes Yacht Club hosted the first ever, Midget NAs, held in conjunction with the Junior NA’s. The Midget sailors (under age 14) saw a close battle between Pete Campana, of Long Beach, NJ, and Siaghal MacColgain, of Ireland. MacColgain had three bullets, and finished only half a point back in second. Campana sailed on to victory with no finish worse than a third. Andy Miller, of Lewis, rounded out the top three.
With the unexpected passing of a Sunfish friend on July 29, the 1995 North American Championship is dedicated to George Anderson.

George Anderson: A Tribute

Chris Houston

I first met George Anderson in 1987, when he began racing at Peace Valley Yacht Club, our home club in Pennsylvania. At that time he was sailing a double handed, Capri 14, and as the lake and club are small, the Capri 14 had to be raced using a handicap. George soon moved into Sunfish because it was one design, and the most competitive fleet at the lake.

At first, George was moderately competitive. Because he had a quiet observant demeanor and was not blowing the local fleet away with regularity, he appeared to be no threat to the club pecking order. In 1988, he began a slow rise into the fleet.

The following spring, George attended a club dinner where I spoke about Sunfish. You have to spend a lot of time in competitive (although he was not aspiring to be world class).

I told him what others had told me. You have to spend a lot of time in practice, against your competition at other clubs, regionally, to broaden your range of experience, and you have to go to a National Championship. Beyond this, he should do if he wanted to become more competitive (although he was not aspiring to become world class).

George was now competitive in all conditions. He won the 1992 National Masters Championship at Rehoboth Bay in Delaware. He also won the MAYRA Masters Series, and was consistently in the top ten in the SANJL series. He won two more Peace Valley Yacht Club Championships. Beyond this, he became a regular at North American and World Championships. His trademark, colorful sail that he brought home from the '93 Worlds in Virginia Gorda was a haunting sight to many good sailors, such as Tom Doris, Connie Miller, Jack Whiteway and Courtney Young, not to mention myself.

This year at the Mid Atlantic Championship in Brigantine, NJ, I saw George's sail come out of the left corner in the first race. I knew the race was over; he was smokin'. George won that race handily, said he got lucky. We knew better. That sail was always there.

George was a really good guy. Besides his family, his racing, and his day job (he'd have probably liked that order), he made time in 1989 to be Rear Commodore at his home club. In 1992 and 1993 he served as Commodore; in 1995 he was Treasurer.

You know, we all ought to be a little more like George.

Two months away from his sixty first birthday, after running a 5K race, George collapsed and later passed away. The same day, he and his wife Joy were to come to a favorite event, the North American Championship.

We'll miss you, George.
OPTIMIZING YOUR BOAT TO YOUR WEIGHT

By Brian Weeks

This issue's column is pretty much for the lightweights out there. Actually, this is a large group of people. Juniors, small adult males and most women fit into this category. These are the people that are always asking themselves: "How do those big guys go so fast?" Or, maybe even more importantly, "How does that guy who's the same size as me go so fast in a breeze?"

We must first address the physics of sailing in order to understand why any boat is so hard to sail when it blows hard. Forget the fact that more experienced sailors can simply go faster in big seas. This will all come in time. The important thing is to understand the principles of weight in sailboat design. When a sailor weighs 200 pounds and you weigh 140, you would say that he has 60 pounds on you. No wonder he can control the boat so well. Actually, that sailor may have 200 or more pounds on you. Let me explain. If Joe weighs 200 pounds, and he can get 120 of his 200 pounds out at a point five feet from the center of the hull, he has 600 foot pounds holding the boat down. Foot pounds are figured as weight multiplied by the distance from a fulcrum. WOW! If Lori weighs 140 pounds, she may only have 80 of her 140 pounds five feet out from the center of the hull. She is only resisting the righting moment of the boat with 400 foot pounds. If Joe weighs 200 pounds and you weigh 140, you would say that he has 60 pounds on you. No wonder he can control the boat so well. Actually, that sailor may have 200 or more pounds on you. Let me explain. If Joe weighs 200 pounds, and he can get 120 of his 200 pounds out at a point five feet from the center of the hull, he has 600 foot pounds holding the boat down. Foot pounds are figured as weight multiplied by the distance from a fulcrum. WOW! If Lori weighs 140 pounds, she may only have 80 of her 140 pounds five feet out from the center of the hull. She is only resisting the righting moment of the boat with 400 foot pounds. So, in actuality, depending on body shape, type, fitness, etc., Joe has 200 pounds more weight in his favor when it blows. When it is light, he is not at a disadvantage except for simply keeping his foot pounds in at the center of the hull more than the lightweight skipper.

This whole principle explains why the perfect Sunfish sailor probably weighs 165 pounds, yet is 6' 8" tall; i.e., the human crowbar. So, how do the lightweights stand a chance? First of all, physical conditioning is very important. I work physically all year round, so I stay in half decent shape. I rarely work out, however, which is bad. I feel my upper body is fairly strong. I rarely get tired up top. My problem is the curse of being not only light at 135 pounds, and short at 5' 6", but to top it off, small legs run in my family. Most of my body weight is in my torso, which is good as far as foot pounds go, but I have little power in my legs. Working on my leg strength would probably be very beneficial. I definitely notice the difference if I train even in the slightest. The problem is that most of us live pretty busy lives and time is precious.

This leaves us with raw experience and rigging the boat correctly for our size. If you want to go faster, you must practice when it is blowing hard, no matter how much you hate it. Learn to overcome your fears. The worst that can happen is that you go for a swim. If you improve your maneuvers and tactics in heavy air, you will pass some of the big boys simply by making fewer mistakes. If you can sail well in heavy air, it becomes a fun thing to do. At the Sayville NA's a few years ago, I rounded the first windward mark in about 50th place, since it was blowing 25 to 30 knots with 4 foot seas. From simply having many years in the boat, I passed about 10 sailors on the first reach. People were unsure in these hard conditions. By the jibe mark there were boats scattered everywhere, upside down. Since I had experience and confidence from practicing, I made the difficult jibe look perfect and finished 15th in the race. It was confidence, experience and practice that pulled me up from the depths of nowhere. Strength and boat speed never entered the picture.

You must know how to rig a Hookensen or Jens rig. The lighter you are, the sooner you must go to the rig. The harder it blows, the bigger the Jens I discovered quickly that with the new board, you can lift it up two to four inches to help out when it is blowing hard. I discovered that it is faster, however, to go to the Jens rig and leave the board down. The size of the Jens can safely range anywhere from 6" to 20".

In heavy air, you must utilize the gooseneck to adjust boat balance. First of all, get the gooseneck where it belongs. The lighter you are, the sooner you'll need to move it back. In light air it should be at 16". If you are heavy, you may never even move it. Lighter sailors must go to about 19" in medium winds, and as far back as 22" or 23" in heavy air. This makes it hard to get under the boom, but the boat must be balanced for your weight and the wind. If you use the Jens, the gooseneck needs to go back forward, since the Jens rig automatically moves the center of effort ahead. In heavy air you could have a Jens with the gooseneck at 19". We all tend to sail the Sunfish with the center of effort too far aft. This gives us windward helm but makes the boat point to windward. As it blows harder, we need balance in the helm, so we must be realistic and move the gooseneck to adjust the center of effort to where it should be.

Use a good vang system. I recommend the following. Tie off the halyard to the cleat. Go back through the fairlead forward. Go over the top of the gooseneck. Go under the lines running between the cleat and the fairlead. Go back over the gooseneck. Go back through the fairlead a third time, then back to the cleat. The harder it blows, the tighter the vang. You can overdo it, so be careful, but the vang is key more than anything else, in flattening the sail. Before you put it on, even if yourouthaul and cunningham are as tight as possible, the sail makes a lot of noise on a windy day. Now pull the vang down hard and you'll notice that the sail becomes so flat that it hardly makes any noise at all. Make use of good outhaul and cunningham set ups. Take a look at how the top sailors rig their boats. Use good prestretch lines. I recommend Marlow Super Pre-Stretch, New England Bright-Lite, or Spectra, in the 5/32" to 3/ size range.

One last tip is to find a few different positions for hiking in heavy air, so that as you get tired, you can get relief by switching to a new position. You can have a standard strap position, a cross legged strap position, a position under the forward lip of the cockpit, and the standard cross cockpit position. Make sure your hiking strap is at the same level as the top of the cockpit when you are hiked out. This is the optimal position, with your legs straight. Bent legs waste energy.

The key to getting the most out of your boat and body in heavy air is to practice, get fit, and make the proper tuning adjustments to your sail. Good luck on those blustery days. If you do suffer from health problems or physical limitations, use your head before trying to be superman or superwoman. There will be plenty of other sailing days ahead if you miss the one that could do more damage than good.
"It’s reassuring to be wearing Gill Dinghy gear. It keeps me dry, alert and agile.”

JOHN MERRICK
1995 470 WORLD CHAMPION.

Gill Dinghy/One-Design Specialist Centers stock the appropriate gear for dinghy and one-design keelboat racing. Gill retailers have the technical expertise to recommend what works for your special sailing needs. Visit one of our regional Gill Dinghy/One-Design Specialist Centers:
Sunfish Sailor's Creed?
For I am the captain of my craft.
My word is law from fore to aft.
I am the cook and steward too,
I am the passengers and crew
And though 'tis said I'm hard to please,
I'm not afraid of mutinies;
In fact, my complement at sea
Is as perfect as can be.

-anonymous
submitted by Jon Burr, #18015
Avon, Connecticut

Response to SLI
To clarify a few points from my story on the Bermuda Worlds and reply to Erik Sayre's letter in the Spring '95 issue:
• SLI reduced their commitment of Worlds boats from 80 to 65 at last year's Worlds. There are many serious Sunfish racers who would like to attend the Worlds but whose opportunity will be denied if boats are in short supply in years to come. I hope that the manufacturer will maintain its commitment to world-class regattas in the future.
• The fact that I was "hanging on for dear life" does not mean it was weather that would cause well-designed and well-produced parts to fail on seven-day-old boats. It means I'm no good in that weather! Plenty of truly high caliber sailors were out there racing in conditions that they enjoy and thrive in. In the past, World championships have been held in very windy conditions, and rudders and cheeks have never had a failure rate anywhere near what we experienced in Bermuda. My 1980 rudder blade survived five years of Lake Michigan whitecaps before cracking; the one I bought last summer lasted for four days of New Jersey pond sailing.
• My report of the Worlds that included parts failures was merely a statement of fact. Lest it be misconstrued, I wish to stress that I, along with the other Worlds competitors, found the boats overall to be of the highest quality we have ever seen. Mine took on no water at all during the whole week—obviously the sign of a superior product. Let me back that up by saying that I have been so impressed by the quality of SLI's boats recently, that I bought two of them last summer!

Malcolm Dickinson
Pelham, NY
Demolition Conversion

Dear Linda,

Am enclosing a snapshot of the Sunfish power boat which Bill converted from the hull that was demolished last April (see Spring issue, page 6–Ed.). It zips along pretty well!

Ella Haberland
Satellite Beach, Florida

Miami Fleet Reincarnated

Dear Sunfish Sailors:

There must be more Sunfish around the Miami area than any other class. It’s time to get together and organize some sailing for Sunfish fun! Not only do we have a lot of boats around, we also have some great sailors, such as Lois Blandegg, Mary Ann Boyer, Mike Catalano, Kerry Klinger, Larry Suter, to name a few. At a meeting held in the Spring, a group of enthusiasts met and reorganized as the Southeast Florida fleet, and several summer activities were planned. Mark Mayer has organized informal Thursday afternoon/evening races at the Olympic Sailing Center, beginning April 6 and into the summer. Anyone interested in learning about what’s going on in the Miami area, please give me a call at (305) 661-2322.

Charley Branning
Miami, Florida

On Equal Equipment

Dear Editor:

Although I realize this is a controversial issue, I think it is very important for the Sunfish Class that a minimum hull weight be established and enforced. As the data from other classes and Eric Erickson and Dick Tillman show, hull weight is a significant determinant of boat speed. Therefore, just as we have equalized the sail and dagger boards, so should we equalize hull weight. A lighter boat may or may not also matter, but this factor will self-adjust with heavy skippers doing better in heavier wind and light sailors doing better in lighter. A heavy boat is never advantageous. To argue that missing a wind shift is more important than a light boat is missing the point. One design racing is supposed to be a contest between sailors and not their equipment. Therefore, the equipment should be as equal as possible, and the sailor differences are exactly what the sport is about.

Another objection that I have heard is that it would be cumbersome to enforce a weight minimum; I disagree. One system which could be implemented is to allow competitors to weigh their hulls voluntarily before the regatta, but weigh the top five to ten boats after the regatta. Alternatively, or in addition, all hulls at a major regatta such as the North Americans, Midwinters, etc., could be weighed before the regatta just as we measure sails, rudder angles, dagger boards, etc. As Eric has shown, this is not a burden-some or very time consuming activity and can be done easily on a bathroom scale.

As for the Bermuda World Championship, Chuck Millican and the SLI team, including Eric Sayre, did a fantastic job in organizing and executing the 40 boat format on relatively short notice. The breakdowns were unfortunate, and it was my impression that the rudder cheeks were the main problem. I don’t recall this happening in previous heavy air regattas, including Aruba where the wind was at least as high as it was in Bermuda. It should also be mentioned that, as far as I could tell, the hulls from SLI are superior to the hulls we have had in the past at World Championships, and it would be a shame if one small part, i.e., the rudder cheeks, were to be a weak link in the boat.

Leonard K. Ruby, M.D.
Brookline, MA

In Memoriam: George Anderson (9/30/34 – 7/29/95)

George was a very fine sailor and a friend who I always enjoyed seeing at regattas. At any regatta held from Connecticut to Delaware, he was always there—you could count on it! He set an example of sportsmanship and maturity that gave us all something to strive for. He will be missed by the many sailors who knew him through the Worlds, NA's, SANIL regattas, and Peace Valley Yacht Club.

Malcolm Dickinson
4th Annual Women's Sailing Week at Bitter End

The Bitter End Yacht Club, Virgin Gorda, BVI, continues to promote women in sailing through its fourth annual Women's Sailing Week, scheduled October 21-27, 1995. For one week, women sailors who want to sharpen their racing and boathandling skills can learn from the best in the sport.

BEYC has again signed on four-time Rolex Yachtswoman of the Year Betsy Alison and big-boat racer Martha MacKechnie to direct this annual event. Alison and MacKechnie will lead clinics aboard one-person Lasers, two-person Vanguard 15's and six-person J/24s, as well as accompany participants with their families on daily island-hopping excursions aboard the club's flotilla of Freedom 30s. For further information call Tronda or Mary Ann at (800) 872-2392. 

Wanted: Sunfish/Laser Rack Ideas

Lake Canyon Yacht Club, of San Antonio, Texas, is planning to rebuild its Dinghy Dock area with new Sunfish/Laser racks for the easy storage of about 30 boats. We hope that some good ideas for rack storage designs are floating around that could be shared with us. LCYC has an excellent youth sailing program, so some need to be accessible by kids. The rack will be built on a floating dock with a shallow pull-out ramp. If anyone has seen a good rack or has a good idea for one, please send me a sketch or description, or call me at the number(s) below.

Thank you very much!

Michael J. Stella
13618 Forest Rock
San Antonio, TX 78231-1962
ofc: (210) 616-0730; h: (210) 408-6039

Sunfish Popular at Rick's Place in Key Largo

Catamaran sailors practice affirmative action, non-discrimination and equal opportunity – at least when it comes to sailboats. Recently, members of the Catamaran Association of Biscayne Bay (CABB) were having a fun weekend at Rick’s Place, in Key Largo, Florida. After team racing on their Cats on Saturday morning, the group was looking for something else to do and began eyeing the fleet of three Sunfish on the beach: a new challenge! Soon, a hotly contested elimination series was underway, with three boats per heat and a final, championship heat. It was a humbling experience for some of the Cat sailors who had never before sailed a Sunfish (or any other small monohull). A Tornado sailor, who is one of the top contenders for that Olympic berth, found out how rapidly a Sunfish can go sideways and crash into a dock when the daggerboard is not down. And another sailor got to the downwind side of the course and couldn’t get back to the beach for more than an hour. The first place finisher had completed the course in nine minutes. Everyone had so much fun sailing the Sunfish, several agreed we should start a Wednesday night Sunfish series at Rick’s Place.

By the way, Rick’s Place, also the home of Rick White’s Sailing Seminars, now has four Sunfish available for charter at Rick’s race-training camps. We expect to hold a Sunfish seminar sometime in November or January. Call me or Rick White for further information: (305) 451-3287; fax: (305) 453-0255; e-mail: ram@paradise.net.

Mary Wells
Key Largo, Florida

From the Desk of Jim Uroda

Dear Linda,

I guess it is time for me to quit this mail order stuff. I am still going to make my products (Dingle Dangle, mast sleeve, sheet hangers, cockpit hook, centerboard grabber, jewelry, etc), and whatever new ones I can devise, but will just sell at the regattas and to my local sailors. I would like to say “Thank you” to all those who have purchased my “Sunfish stuff” in the past. I will be a Sunfish sailor as long as my leg holds out, and will work at promoting the class whenever possible. Maybe someday we will meet at a Sunfish regatta. Thanks for all your help.

Jim Uroda
Lake Jackson, Texas

SEITECH Launching Dollies

Ideal for launching, retrieving, moving, and storing.

Light, strong, corrosion-proof, maintenance-free. Anodized aluminum frame, 3” wide sling, engineered plastic joint components, stainless steel fasteners. Large pneumatic wheels with plastic hub and low-friction plastic roller bearings. Rolls easily over sandy and rocky beaches.

Easy to assemble and dismantle. UPS shippable. One-year warranty. Contact your local dealer or manufacturer.

We’ve got a dolly for any dinghy.

SEITECH Marine Products, Inc., P.O. Box 514, Portsmouth, RI 02871
Tel: 401-683-6898, Fax: 401-683-6897, E-Mail: Sei52@aol.com

Official Supplier

SEITECH Launching Dollies

Ideal for launching, retrieving, moving, and storing.

Light, strong, corrosion-proof, maintenance-free. Anodized aluminum frame, 3” wide sling, engineered plastic joint components, stainless steel fasteners. Large pneumatic wheels with plastic hub and low-friction plastic roller bearings. Rolls easily over sandy and rocky beaches.

Easy to assemble and dismantle. UPS shippable. One-year warranty. Contact your local dealer or manufacturer.

We’ve got a dolly for any dinghy.

SEITECH Marine Products, Inc., P.O. Box 514, Portsmouth, RI 02871
Tel: 401-683-6898, Fax: 401-683-6897, E-Mail: Sei52@aol.com

Official Supplier
BUILDING OR REBUILDING YOUR LOCAL FLEET

Brian Weeks, USSCA President

Over the many years that I have been sailing Sunfish, I have learned a great deal about what gets people out on the water. The number one reason that a fleet builds in popularity is what I call the "Magic Number" theory. If you have a fleet of 3 or 4 people for your Sunday races, you may get a few passers-by to look on in temporary admiration for what you’re doing, but that’s about all. However, if you have twenty boats on the line off the town dock on Sunday afternoon, you will soon have thirty. Every aspiring sailor who sees how much fun everyone is having and thinks they can sail that “little boat” will be out to join the fleet. The “Magic Number” differs from region to region and situation to situation but for most areas, I feel it is around 10. Why are the Midwinters so well attended each year? Because everyone is there. “I’ve just got to go this year, honey,” says the hopeful husband.

What else builds fleets? I think the second biggest contributor to fleet building is the “Dynamic Person Syndrome”. One man or woman can keep a fleet together and building all the time. It may be because of talent, but usually it’s because the person who “runs the show” has super personality and donates endless hours to organization, mailings, newsletters and simply inspiring others to come out and sail. I’m sure we all know someone like this. A yacht club that has a good reputation for organization and regatta management can also fit this description and through bureaucratic methods, the yacht club itself is a “Dynamic Person.”

All these theories assume that the Sunfish is the boat of choice. It is the most popular sailboat in the world, after all. Let’s give some examples of these theories at work. Look at the Sailing Association of North Jersey Lakes. Every year SANJL runs a four weekend series, held at a different lake site each weekend. Some time ago, some dynamic people set the whole idea up. It is copied by other areas of the country now because the average weekend turnout is 40 boats. Years ago they hit the “magic number” and the fleets just grew and grew. Look at the Ragnots from Texas in the early eighties. They used to show up at the North Americans with eight boats on the same trailer. Someone back then got that junior program flying like never before.

How can you get your fleet started or re-started? First of all it helps to have a dynamic person on hand and a club that fully supports your efforts. Make a list of all the Sunfish sailors in your area, young and old, beginner to expert. Do a mailing to everyone and invite them down to your club to a seminar program. We tried this at our club this year and it met with great success. Get some of the top sailors in your region who are good speakers and teachers. Hold seminars, open to members and non-members of your club. Serve refreshments and do mailings or make phone calls before each seminar. You can have a seminar on rigging, hull customizing, sail adjustments and trim, tactics, boat speed, rules, advanced tactics etc. People will come to these seminars if they are run right. Have them before and during the season. You will automatically see a dramatic increase in your fleet size. Try for a year or two to let non-members sail in club events. You will find that they will soon join the club.

It takes a lot of hard work to build a fleet, but the work will pay off. If you really love to sail and are in the position to help boost your fleet to a new level, the end product will be very rewarding. There is an old saying in the marketing field: “Early to bed, early to rise, work like hell and advertise.” What you are trying to do is sell sailboat racing to other people. You have become a marketing person. If you want it to work, you will have to advertise. Word of mouth, phone calls, flyers, newsletters and salesmanship will build a fleet if it is done in the right way. Remember, the barter system also. If you expect out-of-towners or non-club members to come to your races, you will have to go to some of theirs.

Fleet building can be very rewarding to individuals and to entire groups of people or yacht clubs. If you really want to build or rebuild your fleet, it will take a lot of hard work, but once you reach that magic number, you’ll be on easy street. See you on the water!
USSCA Realigns Regions

The following realignment of Regions and Worlds qualifiers allotted to each, was voted on by the USSCA Board of Directors at the North Americans, August 4, 1995, to be effective in 1996. Note changes(*) in the Southwest and Southeast Regions and the creation of two new regions: Gulf Coast and Florida (peninsula).

2 Regionals or 2 qualifiers each area:
New England (CT, MA, RI, VT, NH, ME)
New York (NY)
Midwest (OH, IN, MI, IL, WI, KY, MO)
Mid Atlantic (PA, NJ, MD, DE, VA, WV)
Southwest (TX, OK, KS, CO, NM)*
Inland Lakes (WI, IA, MN, SD, NE, ND, WY, MT)

1 Regional or 1 qualifier each area:
West (WA, CA, OR, NV, ID, UT, AZ, HI, AK)
Southeast (NC, SC, GA, TN)*
Gulf Coast (LA, MS, AL, AR, FL, panhandle)*
Florida (FL peninsula)*

As a result of this realignment, three new regional representatives were elected (see organization chart) as follows:
Gulf Coast Todd Edwards
Southeast Bill Smith
Florida Cindy Clifton

—Brian Weeks, USSCA President

At The Tiller

Well, the North Americans are over for another year. We're sorry that we didn't get to visit with our Sunfish friends, and missed seeing the lovely city of Lewes, Delaware. We hear that it was a super regatta and, as always, the people who worked on it deserve lots of that. We know you are all working to increase the class size. Your friends will enjoy the wonderful people you meet on a Sunfish. We have reached the 1500 mark for the U.S. and ISCA is adding more each year. There are 385 members from outside the U.S. this year.

It's great to be a part of this Sunfish family, and we welcome all.

Smooth Sailing!

—Peg and Terry Beadle

Class Office Services

Mailing Labels for distribution of regional newsletters or regatta notices, etc. may be ordered for $15 plus 6 cents per name, postage included. Allow two weeks for delivery. Send requests to the attention of Terry Beadle at the class office address below.

New Sail Numbers may be ordered by sending a check for $12 (for current members) or $15 (for non-members), payable to USSCA, to the class office. These are sticky-back, official 10 inch, black cloth numbers. Be sure to include your name, address and sail number.

Membership Information is available in most issues of the Windward Leg, on the inside back cover, for your use in recruiting new members. The advantages of membership are explained above the form, so that you can explain to non-members the benefits of joining the class.

Fleet Charters are available at no charge, whether new or renewed. A minimum of five boats with current membership is required. Fleet Captains may obtain a fleet champion black chevron and certificate for their fleet champion by sending a written request to the class office.

Class Communication is dependent on receiving prompt notification of members' address changes and Fleet Captain changes. Members are urged to keep us informed, please!

Windward Leg Back Issues can be ordered by sending $3.00 each (check payable to USSCA, Peg Beadle, USSCA, P.O. Box 300128, Drayton Plains, MI 48330. Specify issues)

Some highlights:
RACING WITH YOUR NEW NORTH SAIL by Derrick Fries; Vol. III, No. 2.
PREVENTING BREAKDOWNS (Workshop) by Brian Weeks; ADD A HIKING STRAP (FYI) by Eric and Scott; Vol. III, No. 5.
CONVERTING TO AN INVERTED TRAILER by Malcolm Dickinson; SOLUTIONS FOR RUDDER PROBLEMS by Larry Cochran; WINDSHIFTS by Kirk Beadle; Vol. III, No. 7.
INNER HULL REPAIRS by Brian Weeks, Vol. IV, No. 1.
FOUR THINGS YOU MUST KNOW FOR EACH START by Rick White; RUDDER EFFICIENCY by Brian Weeks; Vol. IV, No. 2.
A SLICK BOTTOM GOES A LONG WAY by Brian Weeks, Vol. IV, No. 3.
PRACTICE SAILING WITH EASE by Derrick Fries; NEW DAGGERBOARD REPAIRS by Brian Weeks, Vol. IV, No. 4.
INSTALLING RUB RAILS by Brian Weeks, Vol. IV, No. 5.
WHAT TO EXPECT AT MEASUREMENT TIME by Brian Weeks, Vol. IV, No. 6.

Videos for class promotion or entertainment at a fleet meeting may be rented by calling or writing the class office. Just send a $50 deposit check, payable to USSCA. When the video is returned, the treasurer will refund you $41. Videos available include:

- 1st World Championship (St. Thomas)
- 3rd World Championship (Bermuda)
- 18th Worlds (Aruba)
- 19th Worlds (Nassau)
- Combo: 1st and 3rd Worlds (St. Thomas and Bermuda)
- US Sailing Video on Rule 4 (Propulsion and Kinetics; explanation by IYRU; 26 minutes)

All correspondence: USSCA, P.O. Box 300128, Drayton Plains, MI 48330-0128; Tel/Fax (810) 673-2750

Windward Leg Summer 1995
From The Editor

Note that this summer issue is later than usual, due to wanting to include coverage of the recent North American Championship. What a great event it was, from all accounts! I do appreciate receiving most of the material fairly close to the copy deadline. There are some events conspicuously absent from this issue, and I should urge and remind all of you who are organizing regattas, to please (before you collapse afterwards) write a story for the Windward Leg and send it in, along with results and photos. A report in this newsletter is needed. As of early August, only 20 regattas have been published. For regions, please report results as follows: (1) to your reporting representative and (2) to the Regional Representative for your region.

As you all are aware, this newsletter is published 6 times a year. This issue contains 404 pages of material, which is more than any of the past issues. Please note: the opinions expressed herein do not necessarily reflect those of the class management, staff, or newsletter editor.

The editorial and ad space deadline for the Fall issue is October 15.

—Linda Tillman
INTERNATIONAL SUNFISH CLASS ASSOCIATION
ISCA ADVISORY AND WORLD COUNCIL MEMBERS

1994-96 WORLD COUNCIL
ISCA PRESIDENT
Jean Bergman
4686 Valleywood Ct.
Holland, MI 49423
H: 616 335-9233
USA

VICE PRESIDENT
Andres Santana
Accion Cominicana de Sunfish
10451 NW 20 St., #101 CE 703
Miami, FL 33172
USA

SECRETARY
Terry Beadle
ISCA Office
PO Box 330128
Drayton Plains, MI 48330-0128
USA
W: 800 673-2750 (tel/fax)
H: 800 673-3565

BUILDER REPRESENTATIVE
Peter Johnstone
Sunfish Laser, Inc.
200 High Point Avenue
Portsmouth, RI 02871-1356
USA
W: 401 849-5200
fax: 401 849-5208

PAST PRESIDENT
Leonard Ruby
236 Beverly Road
Brookline, MA 02176-3137
USA
H: 617 469-9648
W: 617 956-1315
fax: 617 956-5178

TREASURER
Michael Scrivner
7010 tuttle court
Waterford, MI 48324-2769
USA
H: 810 623-3047
W: 810 855-6180

CHIEF MEASURER
Joel Furman
P.O. Box 400
Bellport, NY 11713-0408
USA
H: 516 266-2331
W: 516 475-0327

MEMBERSHIP CHAIRMAN
Eric Erickson
1640 Stillmeadow Rd.
Enterprise, FL 32725-2417
USA
H: 407 323-8383
W: 904 736-8900

SAILMAKER REPRESENTATIVE
North Sails/Fogh
2242 Lakeshore Blvd. West
Toronto, Ontario M6V 1A5
CANADA
W: 416 250-9644
fax: 416 252-2994

DOMINICAN REPUBLIC
Hector Duval
Asociacion Dominicana de Sunfish
10451 NW 28 St., #101 CE 703
Miami, FL 33172
USA
H: 809 566-4391
W: 809 563-7132
fax: 809 563-7133

NEDERLAND
Dr. Henri Ped
La Jambetto-Beausteur
B.P 52-97232 - LAMENTIN
MARTINIQUE
HOLLAND
Grea Dekker-Bruning
Rastakker 14
1541 TT Kog ad d.Zaan
PERU
Max Zimmermann
Castilla 16-0490
Lima 18
H: 51 14 376501
W: 51 14 766890
fax: 51 14 758830

ISCA ADVISORY COUNCIL
Larry Cochran, Chairman
53 Meadow Lane
Manchester, CT 06040-5545
USA
H: 203 246-6582
David Frith (Bermuda)
Roderick C. Koch (USA)
Emil Kerbel, Sr. (Aruba)
Fras Versteeg (Curacao)

N 1530 AA Romer
Netherlands Antilles

Windward Leg Summer 1995

THE SAILBOAT GARAGE
SUNFISH PARTS
Racing Sails
New Daggerboards
DOUGLAS GILL SPECIALISTS
Foul Weather Gear & Accessories
CALL FOR CATALOG
810-673-3565
SUNFISH
Boat Covers & Spar Bags
Padded Hiking Straps
Books On Sailing
Gooseneck Adjustor
PEG & TERRY BEADLE
4204 SOUTH SHORE
WATERFORD, MI 48328

The Sailboat Garage
810-673-3565

Windward Leg Summer 1995

14
Jean Bergman and her well-known sail number 9770.

A Great North Americans and More in Store

Jean Bergman, ISCA President

Don and I have just returned from the North Americans in Lewes, Delaware. It was a really great regatta! Connie Miller did a fantastic job of pulling everything together and the club members couldn’t possibly have been more friendly. As always, Sunfish sailors are great people to be around and to race against. It was a very competitive regatta. One of our objectives is to try to make the class as family oriented as we can, and Lewes certainly went all out to achieve this. A great pool and beach, water aerobics every morning, volley ball, baby sitters, super food, a buddy system - they didn’t miss anything. Thanks, Lewes, for a wonderful week.

The 1995 World Championship in Abaco, Bahamas, in November, is getting closer. We will have 90 boats available. SLI is providing 40, Victor Patterson has been able to obtain sponsorship moneys for another 40 boats, and ISCA will help out with ten more. By my count, we have about 78 sailors from around the world who have already sent in their deposits. If you have qualified and are planning to come, get your money in soon.

Another class objective to which we are committed is to make our Windward Leg the most interesting, most representative newsletter we possibly can. We want to appeal to and include news of the fleets and members who never sail outside their own countries or off their own lakes, as well as those of us who travel. To do this we need people from each country and each region who are willing to gather information, results, photos and just plain news about their sailors and their area, and send it in to our editor, Linda Tillman. Linda does an incredible job on our paper, but it can only be as good as the material she receives. We’d like to have the best class newsletter in the world. We are looking into different formats, paper, color, etc., so anyone out there with any good ideas on how to make the Leg more attractive to more sailors, please write me a note with your ideas. Let’s see who can make their region the most interesting, and in the process we’ll do a lot toward attracting more people and keeping them interested in Sunfish sailing and racing.

Good sailing to all!
USSCA MINUTES

Annual Meeting Minutes
United States Sunfish Class Association
August 2, 1995
Lewes, Delaware

1. President Brian Weeks called the 1995 USSCA general meeting to order on Wednesday, August 2, at the Lewes Yacht Club in Lewes, Delaware, at the North American Championship. The minutes of the 1994 meeting were approved as published in the Windward Leg (Vol. IV, No. 4).

2. Treasurer’s Report - Mike Scriver

<table>
<thead>
<tr>
<th></th>
<th>Jan. 1, 1994 through Dec. 31, 1994</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
<td></td>
</tr>
<tr>
<td>Dues - U.S.</td>
<td>35,011.00</td>
</tr>
<tr>
<td>Dues - Foreign</td>
<td>895.00</td>
</tr>
<tr>
<td>Videos</td>
<td>4,049.67</td>
</tr>
<tr>
<td>Sail Numbers</td>
<td>562.00</td>
</tr>
<tr>
<td>Windward Leg Ads</td>
<td>10.04</td>
</tr>
<tr>
<td>Donations</td>
<td>1,330.00</td>
</tr>
<tr>
<td>Misc.</td>
<td>4,643.68</td>
</tr>
<tr>
<td>Total Revenue</td>
<td>46,732.24</td>
</tr>
<tr>
<td>Expenses</td>
<td></td>
</tr>
<tr>
<td>Telephone</td>
<td>526.12</td>
</tr>
<tr>
<td>Auto Expense - mileage</td>
<td>221.49</td>
</tr>
<tr>
<td>Bank charges</td>
<td>78.00</td>
</tr>
<tr>
<td>Dues - US Sailing</td>
<td>100.00</td>
</tr>
<tr>
<td>Commissions - Leg</td>
<td>858.68</td>
</tr>
<tr>
<td>Editor’s fees - Leg</td>
<td>2,800.00</td>
</tr>
<tr>
<td>Sunfish Office - services</td>
<td>8,601.93</td>
</tr>
<tr>
<td>Office Supplies</td>
<td>530.69</td>
</tr>
<tr>
<td>Printing - Leg</td>
<td>6,689.52</td>
</tr>
<tr>
<td>Printing - Ofc. forms/stationary</td>
<td>1,415.00</td>
</tr>
<tr>
<td>Trophies</td>
<td>24.88</td>
</tr>
<tr>
<td>Postage</td>
<td>2,041.51</td>
</tr>
<tr>
<td>Total Expenses</td>
<td>23,188.72</td>
</tr>
<tr>
<td>Balance on hand 1/1/95</td>
<td>$41,977.71</td>
</tr>
<tr>
<td>Total Revenue</td>
<td>41,977.71</td>
</tr>
<tr>
<td>Expenses</td>
<td></td>
</tr>
<tr>
<td>Telephone</td>
<td>526.12</td>
</tr>
<tr>
<td>Auto Expense - mileage</td>
<td>221.49</td>
</tr>
<tr>
<td>Bank charges</td>
<td>78.00</td>
</tr>
<tr>
<td>Dues - US Sailing</td>
<td>100.00</td>
</tr>
<tr>
<td>Commissions - Leg</td>
<td>858.68</td>
</tr>
<tr>
<td>Editor’s fees - Leg</td>
<td>2,800.00</td>
</tr>
<tr>
<td>Sunfish Office - services</td>
<td>8,601.93</td>
</tr>
<tr>
<td>Office Supplies</td>
<td>530.69</td>
</tr>
<tr>
<td>Printing - Leg</td>
<td>6,689.52</td>
</tr>
<tr>
<td>Printing - Ofc. forms/stationary</td>
<td>1,415.00</td>
</tr>
<tr>
<td>Trophies</td>
<td>24.88</td>
</tr>
<tr>
<td>Postage</td>
<td>2,041.51</td>
</tr>
<tr>
<td>Total Expenses</td>
<td>23,188.72</td>
</tr>
<tr>
<td>Balance on hand 6/30/95</td>
<td>$29,427.75*</td>
</tr>
</tbody>
</table>

* $19,427.75 in checking; $10,000.00 Certif. of Deposit

3. Old Business
3.1 The NA’s format was changed for at least a one year trial. It will continue to be a week long event. There will be a three race qualifying series on Monday and/or Tuesday, as the race committee chooses, instead of a six race series. After three qualifying races, the fleet will be split into the Championship fleet and the Founder’s Fleet, the same as in the past. This format will allow the Juniors to continue to have their championship early in the week, with the top five being eligible to sail in the Championship fleet. It will also give the seniors a break between the qualifying series and the finals.

3.2 The Class Year Book is close to being ready to print. It will give everyone all they need to know about the class, including names and addresses of all class members. A new, streamlined version of the class rules will also be included. It should be finished about the first of the year.

4. New Business
4.1 New Rudder
Concerns: We need a one design rudder. We will survey the class members through the Windward Leg to see what the consensus is. SLI wants to make a glass rudder which would be more one design, but will listen to the class on whether we want to keep the old design or create a new more efficient design. Concern was expressed about another expensive design change.

4.2 SLI now has a template which should standardize the rudder angle. There has been some concern about the angle not always conforming to the class allowance.

4.3 Rick Fleig, of SLI, was asked if there was a problem getting quality wood. He said there was not.

The next best thing to sailing your class racer!

Authentically scaled 1:12 Classail models are crafted to class specifications, with photo-illustrated, step-by-step assembly instructions. High-impact injection-molded polymer parts are ready for painting, and pre-cut dacron sails can be personalized with any sail number. Each kit includes running and standing rigging, a mounting base, with identification plaque, wall-mount brackets, and a suitable-for-framing poster with starboard profile and deck plan. The highest standards of quality and authenticity put Classail models in a class by themselves.

CLASSAIL MODELS INTERNATIONAL
105 East Rankin Street
Jackson, MS 39216
1-800-890-5113

$39.95 each plus $5.00 shipping and handling

Windward Leg Summer 1995
There is a strong feeling in the mid-Gulf area that a new region is needed. It is just too far for people in this area to travel to most of their Regional regattas as it stands. It was suggested that a new region be created, to include Mississippi, Alabama and part of Louisiana (Miss Bama Lou). Since there are only 35 U.S. spots for the Worlds, one spot could be taken from the Western Region, which has fewer sailors, and allotted to the new Mid-Gulf region.

SLI Report - Rick Fleig

Rick Fleig reported that SLI’s fiscal year just ended and that Sunfish sales are up 30%. He is also really pleased with the NA’s and is here to get any feedback we can give him. The new boat color for next year is white hull with a light gray deck, and smaller logo and graphics. The new, bigger boom blocks will be standard and there will also be a new wire traveler made to the class length specifications. The traveler will have a block on it. He was questioned about making colored racing sails. He explained that racing sails are made in the U.S. and the colored sails are made overseas. Racing sails cannot be made in color for the same price. You can’t make as good a sail using differently dyed materials. SLI was asked not to make any changes (such as rudder cheek plates, boom caps, longer spars) without prior class approval. Rick reported that the rudder cheek plates are being beefed up.

Committee Reports

Membership - Jill Feldman

Jill reported that it is difficult to convince people buying new boats to become USSCA members. We need to contact non-racing oriented dealers to push class memberships. More articles in the Windward Leg and by local fleet sailors, as well as more informative articles, are needed. The class will make family memberships cheaper for those who have children sailing. Each family will get only one copy of the Windward Leg. New family members will be assigned sail numbers, but numbers to put on the sail will cost extra. A good suggestion: if you have more than one boat, ask someone to join you.

Historian - Rapid Buttner

Nominations for Sunfish Hall of Fame are needed, to be printed in the Windward Leg and then voted on at next year’s annual meeting at the North Americans.

Master’s - Vic Manning

Bay St. Louis hosted the U.S. Masters this year. There were 20 boats, and it was a great time. In 1986 the U.S. Masters will be in Boston or the Cape, and the following year in Chicago.

Women’s - Gail Heausler

The 1995 Women’s NA’s will be at Sea Cliff, NY, October 13-15. A good turnout is expected.

Juniors - Connie Miller

There were 36 juniors at the NA’s this year. We would like to get Junior Regionals organized.

Regatta Committee - Lois Blodgett

A site for the 1996 North American Championship is needed, as Rochester is unable to host it.

Nominating Committee - Tom Katterheinrich

The following nominations were made for Regional representatives:

- Inland Lakes - Joe Richardson
- Southwest - Pat Manning
- West - Robert Cronin
- Midwest - Tom Katterheinrich

Those members present from each region voted on the nominees from their region. Each of the above nominees was elected.

Advisory Council Representatives:

The nominees were Larry Cochran and Rod Koch. Rod was willing to serve, but suggested that since he had been on the Advisory Council for two years, perhaps someone else would like to do it. Dan Feldman was nominated. A motion was made and seconded to accept Larry Cochran and Dan Feldman. The motion carried.

Publicity - Ellen Rowan

Ellen mentioned that there is an old Sunfish video which she would like everyone to see. She hopes to update the video with new footage. She is working on more recognition for Sunfish in major sailing magazines; it has been a good year for this.

President’s Report - Brian Weeks

Brian would like to see each Region work on a charity regatta of their choice, and a National Team Match Race Championship. It was mentioned that a team match race competition was held in conjunction with the Midwinter Championship at Tampa this year.

Respectfully submitted,
Jean Bergman, Secretary

---

**Available at your local Sunfish dealer**
Sea Cliff Yacht Club to Host Women’s NA’s

The 1995 Women’s Sunfish North American Championship will be held October 13 through October 15, at Sea Cliff Yacht Club, Sea Cliff, New York. Registration is Friday, October 13, 6-8 pm, and Saturday, 8-10 am, or by mail received by Thursday, October 12. The entry fee is $40 for current USSA members, $45 for non-USSA members. Sunfish Class membership is required.

There will be a practice race on Friday, at 4:00 pm. The skipper’s meeting is 10:30 am Saturday, with racing to begin at 11:00 am. Sunday’s races begin at 10:00 am, with no race to start after 2:30 pm. A maximum of seven races are scheduled for the series. Prizes will be awarded to the top five finishers.

The entry fee includes coffee, donuts and juice in the mornings, and lunch and dinner on Saturday. Limited housing and charter boats are available. For additional information, please call: Melissa or Steve Shepstone: W: (516) 759-1802; H: (516) 671-9401; Fax: (516) 759-9405.

The 1995 Worlds in Abaco

Liann Key Kaighn

The 25th Sunfish World Championship will be held November 11-18, 1995, in Abaco, Bahamas. The Marsh Harbour Sailing Club is honoured to have been chosen to host this event, to be staged at the Great Abaco Beach Resort in Marsh Harbour, Abaco, Bahamas. The MHSC will be assisted by the Royal Nassau Sailing Club, the Nassau Yacht Club and the Hope Town Sailing Club. Eighty boats are to be provided by Sunfish Laser, Inc., and we will most definitely have no problem filling all of them with competitors.

The Great Abaco Beach Resort, one of the premier cruising destinations in the western hemisphere, will be the hub of activity throughout the week-long event, with five star dining the norm at two restaurants on the hotel grounds. There are two pools, one with a swim-up bar. Scuba diving, snorkeling, world-class fishing, and sightseeing at the nearby loyalist settlements of Hope Town and Man O’ War Cay are all intriguing ways to enjoy Abaco. The championship is being held under the patronage of the Bahamian Ministry of Tourism. In addition to promotional services for the event at the Ministry’s offices worldwide, the honourable Minister Watson will be on hand for the opening ceremonies to be held at the Great Abaco Beach Resort on Sunday, November 12.

November weather conditions in the Northern Bahamas are prone to cold fronts which can create rapidly changing conditions. There is no way to predict the weather, but the mean minimum air temperature is 68.9°F, and the mean maximum air temperature is 81.8°F. Surface water temperature averages 77-79°F. A wet suit is optional; most local sailors usually do not wear them. Winds in November average 8-10 knots, but of course unpredictable weather systems can easily generate winds upwards of 20-25 knots.

The Marsh Harbour Sailing Club is looking forward with excitement to this silver anniversary of the Sunfish World Championship. Notices of race have been sent to qualified ISCA sailors. Qualified sailors must be registered with MHSC on or before October 11, 1995.

Caribbean Sailing Opportunity

Curaçao is preparing for another big event, the Curaçao International Regatta, to be held January 22-28, 1996. Originally a local event, this regatta takes on a more International flavor with each succeeding year. Yachts, catamarans and Sunfish will all be participating. A large container with Cats and Sunfish is expected from Europe, and in the U.S. we are still working on finding sponsors for another two containers to bring boats from the Northeast and Florida.

Weather conditions in January are perfect, with the constant trade winds, brilliant sunshine and delightfully warm water (no wet-suits necessary).

Registration forms are available from Alex Roose, Redaweg 72, Curaçao, Netherlands Antilles. Tel/fax 599-9-683233. For up-to-date information concerning the transportation of boats, please contact:

In the Northeast: Lee Parks (401)841-5252
In Florida: Charlie Clifton (813) 954-6923
Sept.
2 Commodores Cup, Dewey Beach, DE; Chris Whaley, H: 302-537-1582
3 Greater Detroit Sunfish Club Open, Wheatley, Ontario; Gail Turlock, H: 313-475-9545
2-3 Labor Day Open Regatta, Savannah, GA; Clark Smith, H: 912-233-4556
2-3 Labor Day Regatta, Sarasota, FL; Pat Murphy, H: 813-388-2355
2-3 Palacios Labor Day Regatta, Palacios, TX; Warren Pierce, H: 512-972-3557
3 Loon Lovers Farewell Regatta, Blanche Lake, MN; Joe Richardson, H: 701-239-4848
4 Labor Day Regatta, Doylestown, PA; Chris Houston, H: 215-542-1398
9 Pocono Invitationals, Pocono Pines, PA; David Barnett, H: 212-737-3849
9 Highland Park Regattas, Highland Park, IL; Dan Feldman, H: 708-926-0878
9-10 45th Annual Surf City Regatta, Surf City, NJ; Bill D’Auteurhe, H: 609-494-0316
9-10 Back To School Regatta, Lake Pontchartrain, LA; Dave Boyard, 504-626-3735
10 Summer Last Hurrah Regatta, Alexandria, MN; Barry Arvold, 612-886-5660
9-10 Palacios Texas Youth Race Circuit, Palacios, TX; Warren Pierce, H: 512-972-3557; Juniors only.
10 Last Chance Regatta, Evanston, IL; Sam Stowell, H: 708-680-7431
10 Fall Just For Fun!, Hueston Woods Championship, OH; Jerry Callahan, H: 513-988-6747
3 Chowder Bowl Regatta, Amityville, NY; James Koehler, H: 515-598-0976
16 Peace Valley Regatta, Doylestown, PA; Chris Houston, H: 215-542-1398
16-17 Southwest Regional Championship, Palacios, TX; Pat Manning, H: 512-266-7255
16-17 This One’s For Fun, Devils Lake, MI; Jack Tibbs, H: 517-547-5843
17 CT Senior Olympics, West Haven, CT; Paul Odegard, H: 203-643-9055
21 Fallout ‘95, Marsh Island SoWld; Bill Balke, H: 516-674-3089
25-26 Thanksgiving Regatta, Tampa, FL; Jeff Linton, H: 813-327-5361
12-20 World Championship, Abaco, Bahamas
20-21 Melbourne YC Fall Regatta, Melbourne, FL; Bill Haberland, H: 407-777-4862
22 Last Chance-Just For Fun!, Hueston Woods State Park, OH; Jerry Callahan; H: 513-988-6747
Oct.
1 Bellport Blast Off, Bellport, NY; Brian Weeks, H: 516-447-2166
7-8 Endless Summer Regatta, Seabrook, TX; Carl Hacker, H: 713-977-9754
7-8 Monk Smith Regatta, Bay St. Louis, MS; Bishop Stiefel, 318-748-8987
7-8 NC Seafood Festival Regatta, Atlantic Beach, NC; Brett Cremel, H: 919-728-6452
8 Pennsylvania Championship, Downingtown, PA; Susan Swenk, H: 215-449-6520
13-15 Women’s North American Sea Cliff, NY; Melissa Odegard, H: 516-671-9401
14 Great Pumpkin Regatta, Hinsdale, IL; Dave Haufe, H&W: 708-654-8162
14-15 Austin YC Fall Regatta, Austin, TX; Pat/Vic Manning, H: 512-266-7255
14-15 Southeast Regional, Tampa, FL; Jeff Linton, W: 813-327-5361
14-15 Indian Summer & NC Sunfish Championship, Lake Waccamaw, NC; Dick Coburn, H: 910-642-3181
14 Hunters Moon Regatta, Cranston, RI; Theo Aschman, H: 401-467-2234
22 Last Chance-Just For Fun!, Hueston Woods State Park, OH; Jerry Callahan; H: 513-988-6747

1995 SailingMaster

The Perfect Gift for Sunfish Sailors

Race a single-handed yacht against your computer. Sharpen your skills by testing different strategies and tactics in common racing situations. Easy-to-use controls, lots of options and a detailed manual proven by sailing instructors offer a fun, educational challenge. Enjoyed by racers at all levels. Including many Sunfish sailors. Sailing Master is the perfect gift!


CALL TOLL FREE 1-800-237-8400 EXT 540
($59.99 plus $5.00 shipping. Overseas orders: FAX: 810-545-9049 with credit card number, exp. date and shipping address. Specify Macintosh or PC.)

SailingMaster is a registered trademark of Starboard Software. Sunfish is a registered trademark of Sunfish/Laser, Inc. All other product names are trademarks of their respective owners.

Join the Sunfish Class Association and compete in any local, regional or national event. Join US SAILING and get a $5 reduction in most regatta entry fees.
Linton Wins Southeast at Wrightsville Beach

**Bill Smith**

Twenty-seven sailors were met with a variety of conditions during the most recent Southeast Regional Championship, held May 19-21 at Wrightsville Beach, NC. On Saturday, three quick races were sailed in the Atlantic Ocean on the first day of racing. Jeff Linton, of Tampa, FL, prevailed with 1-2-1 results in northeast winds of 15-20 knots and 3-5 foot swells. Rod Koch, also of Tampa, finished the day in second place with a 1-2-2 record.

The sailors, exhausted from surfing waves, returned to shore to devour snacks and drinks and a southern pork barbecue dinner. Door prizes provided by The Ship's Store, Layline, West Marine, and Circle's Doughnuts were awarded to almost every competitor who attended the meal.

The second day's racing saw lighter winds of 8-10 knots from the same direction, in choppy seas. Linton sailed conservatively to the victory with a 1-2 on Sunday and Koch maintained second. Yale-bound Jamie Ewing, of Charleston, edged fellow Charlestonian Kenny Krawcheck (whose over-zealous starting tactics resulted in a PMS in Race 4) for third. Al Thompson, of Lithia, FL, rounded out the trophy winners and also collected the award for top Master.

The middle of the fleet had interesting racing as well. Regatta organizer Bill Smith, of Wilmington, NC, passed numerous boats at the final mark rounding in both races on Sunday to claim 8th place and the top local trophy. Cory Thompson, of Lithia, FL, edged locals Paul Whitesides and James Robertson for the Top Junior trophy. Rachel Pace, of Wilmington, NC, received the Top Female award, while Kim Garver, of Hanahan, SC, collected the Shipshape award. Kevin Rast, of Myrtle Beach, SC, avoided a second consecutive last place SE Regional finish by finishing 9-8 on the last day for a 20th overall. All sailors appreciated the expert race management and judging provided by Bob Martin and Joe James.

**SOUTHEAST REGIONAL CHAMPIONSHIP**

**CAROLINA YACHT CLUB**

**WRIGHTSVILLE BEACH, NC**

**MAY 19-21, 1995**

<table>
<thead>
<tr>
<th>1</th>
<th>75316</th>
<th>Jeff Linton</th>
<th>Tampa, FL</th>
<th>2-1-1-1-2</th>
<th>4.25</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>76035</td>
<td>Rod Koch</td>
<td>St. Pete, FL</td>
<td>1-2-2-5-1</td>
<td>5.5</td>
</tr>
<tr>
<td>3</td>
<td>61317</td>
<td>James Ewing</td>
<td>Charleston, SC</td>
<td>4-5-4-2-6</td>
<td>15</td>
</tr>
<tr>
<td>4</td>
<td>51920</td>
<td>Ken Krawcheck</td>
<td>Charleston, SC</td>
<td>6-6-3-pms-3</td>
<td>16</td>
</tr>
<tr>
<td>5</td>
<td>75304</td>
<td>Al Thompson</td>
<td>Lithia, FL</td>
<td>3-3-6-12-10</td>
<td>22</td>
</tr>
<tr>
<td>6</td>
<td>64000</td>
<td>John Anderson</td>
<td>Mt. Pleasant, SC</td>
<td>5-19-5-4-11</td>
<td>24</td>
</tr>
<tr>
<td>7</td>
<td>1511</td>
<td>Todd Gay</td>
<td>Springfield, IL</td>
<td>7-6-7-13-9</td>
<td>29</td>
</tr>
<tr>
<td>8</td>
<td>756</td>
<td>Bill Smith</td>
<td>Wilmington, NC</td>
<td>8-8-12-7</td>
<td>7</td>
</tr>
<tr>
<td>9</td>
<td>52943</td>
<td>Malcolm Dickinson</td>
<td>Pelham, NY</td>
<td>9-11-dnf-6-4</td>
<td>32</td>
</tr>
<tr>
<td>10</td>
<td>43916</td>
<td>Derek Jackson</td>
<td>Mt. Lakes, NJ</td>
<td>pms-13-11-3-5</td>
<td>32</td>
</tr>
<tr>
<td>11</td>
<td>54708</td>
<td>Cory Thompson</td>
<td>Lithia, FL</td>
<td>13-7-10-6-12</td>
<td>35</td>
</tr>
<tr>
<td>12</td>
<td>77358</td>
<td>Eddie Newell</td>
<td>Wilmington, NC</td>
<td>10-9-9-7-pms</td>
<td>45</td>
</tr>
<tr>
<td>13</td>
<td>60075</td>
<td>Whit Davis</td>
<td>Savannah, GA</td>
<td>12-12-14-15-7</td>
<td>53</td>
</tr>
<tr>
<td>14</td>
<td>77522</td>
<td>Paul Whitesides</td>
<td>Wilmington, NC</td>
<td>14-14-18-10-18</td>
<td>54</td>
</tr>
<tr>
<td>15</td>
<td>77116</td>
<td>James Robertson</td>
<td>Wilmington, NC</td>
<td>18-19-15-11-13</td>
<td>57</td>
</tr>
<tr>
<td>16</td>
<td>55771</td>
<td>Mickey Southerland</td>
<td>Wilmington, NC</td>
<td>15-18-17-14-14</td>
<td>60</td>
</tr>
<tr>
<td>17</td>
<td>77020</td>
<td>Stan Woodruff</td>
<td>New Baltimore, MI</td>
<td>16-17-13-pms-15</td>
<td>61</td>
</tr>
<tr>
<td>18</td>
<td>84376</td>
<td>Dana Berry</td>
<td>Wrightsville Bch, NC</td>
<td>11-15-8-dnf-dsn</td>
<td>62</td>
</tr>
<tr>
<td>19</td>
<td>0006</td>
<td>C. Whitesides</td>
<td>Wilmington, NC</td>
<td>17-16-16-18-20</td>
<td>67</td>
</tr>
<tr>
<td>20</td>
<td>85123</td>
<td>Kevin Rast</td>
<td>Myrtle Beach, NC</td>
<td>dnf-dnf-dnf-9-8</td>
<td>73</td>
</tr>
<tr>
<td>21</td>
<td>75157</td>
<td>David Mesick</td>
<td>Mt. Lakes, NJ</td>
<td>dnf-dnf-dnf-16-18</td>
<td>90</td>
</tr>
<tr>
<td>22</td>
<td>76129</td>
<td>Rachel Pace</td>
<td>Wilmington, NC</td>
<td>dnf-dnf-dnf-20-19</td>
<td>95</td>
</tr>
<tr>
<td>23</td>
<td>77484</td>
<td>Kim Garver</td>
<td>Hanahan, SC</td>
<td>ds-ds-ds-19-21</td>
<td>96</td>
</tr>
</tbody>
</table>

* one throw out
Houston, of Ambler, PA, was three points out of the top spot. In 7th place and top master was George Anderson, of Doylestown, PA. Connie Miller of Lewes, DE, was the top female in 8th overall, and Dylan Rogers, of Wildwood, NJ, was the top junior in 11th. Social Activities were highlighted by a chicken barbecue on Saturday evening, as well as the nearby Atlantic City casinos and Boardwalk.

**Mid-Atlantic Regional Award winners, from left:** Chris Houston, Scott Greenbaum, and Tom Donahue.

**Winds Variable at Midwest Regional at Holland, MI**

Jean Bergman

Macatawa Bay Yacht Club in Holland, Michigan, provided a beautiful setting for the Midwest Regional Championship held June 3-4, 1995. On Saturday, few of the 24 determined sailors were able to show any consistency. With a receding low to the east fighting a weak high to the west, 180 degree wind shifts occurred every twenty minutes or so. It became difficult to remember which leg of the course the fleet was on, as boats were beating, reaching, and running on nearly every leg. Just before the start of the third race, the race committee, headed up by Jean Bergman, noticed a 700 foot under making its way up the lake and had to postpone for 25 minutes. At the end of the first day, Linda Tillman appeared in control with two firsts and a fourth. Dan Feldman and James Liebl had also managed to decipher the difficult conditions and were close behind.

Saturday night, after a steak cookout at the club, about half the group moved the competition to the go-cart track and miniature golf course. Kim Sriviver plowed her ball under a waterfall, but Megan Findlay, held by her feet by Marna Katterheinrich, managed to retrieve the waterlogged ball.

Sunday, Kim and Marna were treated to grandstand seats aboard a 40 foot Tiara owned by Ron and Karlyn Sisson, who also made a vacant house on the lake available for upscale camping. There wasn’t much to watch for the first hour, as the winds filled in, then backed off in another race committee nightmare. Finally the course was moved up the lake, almost into the channel out to Lake Michigan, where warming sand dunes created enough air to race amongst the wake of large boats headed out to the big lake. Saturday’s also-rans became Sunday’s heroes as Rich Chapman, Dick Tillman, Don and Bill Bergman and Bob Findlay did well. In the last race, four of the first five boats to finish had been over early at the start, making it almost impossible for the racers to figure out who had won. Eventual winner, Linda Tillman, had expected a fifth place and was very surprised when the trophies (Sunfish plaques crafted by Don Bergman) were awarded. Erik Sayre, from SLL, came all the way from the East Coast to join in; it’s nice to connect with the factory like that. Many thanks to Dan and Jill Feldman and their new company, Wind Line Sails, for donating tee shirts, and to Eldean’s Shipyard for donating a pair of sailing gloves, which were given away as door prizes.

**Midwest Regional Macatawa Bay Yacht Club HOLLAND, MICHIGAN**

**JUNE 3-4, 1995**

1. Linda Tillman
2. Don Feldman
3. Jim Liebl
4. Don Bergman
5. Bob Findlay
6. Bill Bergman
7. Kirk Beadle
8. Bill Riddle
9. T. Katterheinrich
10. Dick Tillman
11. Stan Wooduff
12. Dan White
13. Mike Sriviver
14. Jill Feldman
15. Shaooor Guzlder
16. Foster de Haasuye
17. Erik Sayre
18. Chris Chatters
19. Reed Lowden
20. Paul May
21. Bruce Lowestor
22. Rich Chapman
23. Sharon Wooduff
24. Edwin Rogers

**Photo by Lyman Donahue**

Bob Findlay plants one on Mother-in-law RC Chairman, Jean Bergman, at Midwest Regionals awards presentation.
21st Annual Key West Around the Island Race

Howard Crane

After worrying for two months about the details of the 21st Annual Key West Around the Island Sunfish Race, I could not be more relieved and pleased with the event itself, not because I happened to win it, but because the weather for sailing was perfect, the news coverage was great, everyone seemed to have a good time, and no one got hurt. I am most thankful to the Coast Guard Auxiliary who stood by for at least four hours with three patrol boats, to rescue tired sailors if necessary.

The most amusing part of the race, other than the fact that fourteen of the nineteen Sunfish contestants went the wrong way, was providing a wake up call for the two citizens who were sleeping under the Cow Key Channel Bridge. Our masts and spars passed within inches of their heads as nineteen of us struggled to get through their ‘living room.’

The most physical part of the race was beating down the main ship channel into steep, crazy, four-foot waves caused by an outgoing tide against an incoming wind, the wakes of passing boats, and the wind itself, which refused to blow steadily and came in alternate knocks of 10 to 15 knots.

The most exciting part was approaching the finish line and not finding any sailors who came around the other way, waiting for me on the beach. I think running, with the reduced apparent wind, slowed them down as they fought the outgoing tide in the main channel. Oh well!

21ST AROUND THE ISLAND RACE
KEY WEST, FL
APRIL 1, 1995

1 Howard Crane Key West 2:22:12
2 Justine Hibbard Big Pine Key 2:24:00
3 Joe Kaczmerick Little Torch Key 2:25:00
4 Jim Janda (1st, wrong way) Marathon 2:35:00
5 Tom Krause Key West 2:36:00
6 Mark Mihose Big Pine Key 2:37:53
7 Pierre Digeon (Oldest) Marathon 2:40:00
8 Bud Case Summerland Key 2:42:00
9 Dave McMullen Key West 2:42:55
10 Keith Lynman (Half Fast) E. Marion, NY 2:46:42
11 Joe Lemmen Little Torch Key 2:50:00
12 Siemens Leon Sugarloaf Key 2:50:10
13 Lir Rogers Little Torch Key 2:54:03
14 Lee Paust Big Pine Key 3:04:38
15 Glenn Merkey Summerland Key 3:21:35
16 Jean Claude Ingnite Key West 3:32:27
17 Isabelle Ingnite Key West 3:32:27
18 James Bliss Key West 3:41:22
19 Brian Thornton (Last) Royal Oak, MI 4:35:00

The most exciting part was approaching the finish line and not finding any sailors who came around the other way, waiting for me on the beach. I think running, with the reduced apparent wind, slowed them down as they fought the outgoing tide in the main channel. Oh well!

Bolton Lake Regatta

Steve Langford

The 27th annual Bolton Lake Regatta, just east of Hartford, CT, was held on a very pleasant spring day with a brisk, shiftly (what else is new) breeze, Drew Buttner edged out John Butine for first place after four full Olympic course races.

Several steps were taken to increase participation in the regatta. A printout of all USSCA members in Connecticut was obtained, and each person on the list was called to encourage him or her to attend the regatta and/or to participate in the Bolton Lake Sailing Club’s regular club level series.

For the regatta, two fleets were established. The sailors were given the option of sailing in the Red Fleet (more experienced) or Blue Fleet (less experienced). All boats started together, but the two fleets were scored separately as separate prizes were awarded.

In addition, members of the Blue Fleet were offered the option of being paired with a Red Fleet member for one-on-one advice.

As a result of these changes, three boats came that would probably not otherwise have come. Only one skipper took advantage of the one-on-one advice offer. However, all things considered, the results of the effort, while not spectacular, were worthwhile.

BOLTON LAKE REGATTA
BOLTON, CONNECTICUT
MAY 21, 1995

Red Fleet
1 Drew Buttner Plymouth, MA 2-2-1-2 6.75
2 John Butine Torrington, CT 3-1-2-3 8.75
3 Bob Heckman Glastonbury, CT 1-7-4-1 12.5
4 David Davie Wethersfield, CT 1-5-2-4 11.5
5 Ken Charles Manchester, CT 7-5-3-8 28
6 Joe Lemmen Little Torch Key 2:50:00
7 Larry Cochran Manchester, CT 4-2-1-1 14
8 Denis Potterleib Meriden, CT 11-10-7-10 38
9 Allen Buttner Plymouth, MA 9-8-12-10 40
10 Rapid Buttner Plymouth, MA 14-13-10-4 41
11 Paul Ogard Vernon, CT 18-12-6-5 41
12 Gordon Eckel Collinsville, CT 16-9-13-9 47
13 Gerbert Mennel Simsbury, CT 15-11-8-16 50
14 Pete Van Dine Bolton, CT 10-14-14-13 51
15 Dan Godiard Bolton, CT 6-16-18-14 54
16 Pete Beckwith Wayland, MA 12-15-17-15 59
17 Bemis Spence Milford, CT 13-17-15-17 62

Blue Fleet
1 Ed Gruzen New Milford, CT 1-2-1-1 6.75
2 Hank Boulton W. Hartford, CT 3-5-3-2 14
3 Gary Voldinger E. Hartford, CT 4-4-3-3 14
4 Joe Barr Avon, CT 3-1-6-6 15.75
5 Mary Charles Manchester, CT 2-3-6-6 17
Fun at Fun in the Sun(fish) Regatta

The 1995 Fun in the Sun(fish) Regatta definitely lived up to its name; plenty of sun accompanied plenty of fun for 21 sailors.

Saturday, June 3, began with Dan Feldman giving a rigging and tuning clinic. After the clinic and lunch, the sailors hit the water for the first and only race of the day. The sailors were ready, the sun was ready, but the wind was not ready! Conditions ranged from 0-1 knot, shifting through 300 degrees, providing crazy mark roundings with constant position changes. After a hot day on the lake, everyone welcomed the chance to cool off with drinks, dinner and socializing on Saturday afternoon and evening.

Sunday morning the wind settled down to one direction, but remained light at 1-5 knots. Thanks to great race committee work, two races were sailed. Light winds again kept people close, with plenty of opportunity to win or lose, big time.

The Junior fleet had a tie going into the last race, between Laura Turluck, of Michigan, and Laureen Tomesek, of Ohio. With each trading a hot day on the lake, everyone welcomed the series. He managed to do it, pulling into first within 100 yards of the finish. A cookout followed the races, and then everyone had a great spot to watch Sarasota’s best ever fireworks display.

MT. DORA REGATTA
APRIL 29-30, 1995
(Top 25)

<table>
<thead>
<tr>
<th>Place</th>
<th>Name</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Chip Clifton</td>
<td>1-2-1</td>
</tr>
<tr>
<td>2</td>
<td>Charlie Clifton</td>
<td>2-1-2</td>
</tr>
<tr>
<td>3</td>
<td>Will White</td>
<td>3-3-3</td>
</tr>
<tr>
<td>4</td>
<td>Ursula Olson</td>
<td>4-5-6</td>
</tr>
<tr>
<td>5</td>
<td>Lilly Kaighin</td>
<td>5-6-7</td>
</tr>
<tr>
<td>6</td>
<td>Ed Carter</td>
<td>6-7-4</td>
</tr>
<tr>
<td>7</td>
<td>Dave Kaighin</td>
<td>7-4-4</td>
</tr>
<tr>
<td>8</td>
<td>George Griffing</td>
<td>6-5-4</td>
</tr>
<tr>
<td>9</td>
<td>Carol LeBrecque</td>
<td>8-8-8</td>
</tr>
<tr>
<td>10</td>
<td>Marie Horn</td>
<td>9-9-9</td>
</tr>
</tbody>
</table>

SSS Firecracker 400 Goes Off With A Bang

Good breezes continuing into the summer at Sarasota made for great conditions at the Firecracker 400 held July 4th. The cool sea breeze filled in on schedule, while up north, cows were keeling over in the pastures due to heat.

Ten boats turned out, including George Griffing from Alaska and recent Florida transplant, Carol LeBrecque, from New Jersey.

Chip Clifton had to win the last race to take the series. He managed to do it, pulling into first within 100 yards of the finish. A cookout followed the races, and then everyone had a great spot to watch Sarasota’s best ever fireworks display.

FIRECRACKER 400
SARASOTA SAILING SQUADRON
JULY 4, 1995

<table>
<thead>
<tr>
<th>Place</th>
<th>Name</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Chip Clifton</td>
<td>1-2-1</td>
</tr>
<tr>
<td>2</td>
<td>Charlie Clifton</td>
<td>2-1-2</td>
</tr>
<tr>
<td>3</td>
<td>Will White</td>
<td>3-3-3</td>
</tr>
<tr>
<td>4</td>
<td>Ursula Olson</td>
<td>4-5-6</td>
</tr>
<tr>
<td>5</td>
<td>Lilly Kaighin</td>
<td>5-6-7</td>
</tr>
<tr>
<td>6</td>
<td>Ed Carter</td>
<td>6-7-4</td>
</tr>
<tr>
<td>7</td>
<td>Dave Kaighin</td>
<td>7-4-4</td>
</tr>
<tr>
<td>8</td>
<td>George Griffing</td>
<td>6-5-4</td>
</tr>
<tr>
<td>9</td>
<td>Carol LeBrecque</td>
<td>8-8-8</td>
</tr>
<tr>
<td>10</td>
<td>Marie Horn</td>
<td>9-9-9</td>
</tr>
</tbody>
</table>

Life is Complicated
Your fun doesn’t have to be...
TRY SAILING......
Fun, plain and simple

From Sunfish Laser Inc.
Sunfish® Zuma®
San Antonio Holds 41st
Fiesta Regatta

Ray Seta

On April 29-30, the 1995 Fiesta Regatta was held on Woodlawn Lake, in the heart of San Antonio, TX. Hosted by Woodlawn Sailing Club, this was the 41st Fiesta Regatta. Competitors enjoyed the South Texas weather, with winds of 5-10 knots, gusting to 15. Conditions were perfect for the eight races. The Race Committee of Matt D’Errico and Sylvia Reyna were able to get all eight races started from the comfort of their custom, 8-foot “Water Wheeler,” complete with a bimini and motor.

Olympic hopeful (Sydney, 2000) Mattia D’Errico took an astonishing lead, ending the Danishes, coffee and orange juice donated by Plenty of refreshments and drinks were on hand for all competitors and guests.

Sunday’s races came early, with the white flag scheduled for 10:30 am, after a breakfast of Danishes, coffee and orange juice donated by various WSC members. After three races in good winds, the regatta ended with lots of tired sailors. The infamous WSC “Wuber Duckie” awards, orchestrated by Matt D’Errico, were given to sailors for the most noticeable mishaps of the weekend (falling into the lake, rounding the mark incorrectly, and pitch poling windward). Wuber Duckie recipients were Cindy Wyatt (Pitchpole), Mark Martin (Broken), Joe Gerloff (Broken), Bill Gerloff (Wrong Way), Pierce Sullivan (Wrong Way), Greg Ellis (Late) and Ray Seta (King Nut). While the scores for the eight race, one throw out series were tabulated, numerous items donated by various contributors were given away.

Florida’s Pixie Circuit No. 7
\textbf{ Goes Off at Treasure Island} \\
\textbf{Bill Wingrove and Herb Swanson}

On April 9, after a slight delay to organize the race committee and with the help of Commander Jack Rodds of Admiral Farragut, the races got under way on the Academy side of the bay. Seventeen boats hit the line in a combined start of all classes. Due to the fact that Herb could not reset his watch, the start was run on a four minute sequence instead of our normal six minute. However, this worked out fine, once we figured out what in the world Herb was doing (He says, “Always watch the flags...!”). John Spray never did quite figure it out, as he was over early in all three starts, using up his yearly quota in one day. Someone who wasn’t over early b. managed to finish ahead of the pack in two out of three races was Jeff Linton, followed by Steve Honour and Joe Blouin. In the last race, Paul Strauley was able to sneak in and pull one out of the hat over Jeff.

In the B Fleet, Mindy Katz was not denied in any of the races, scoring three bullets, followed by the returning Newt Bollinger, who scored three seconds. Audrey Cremer and Ray Cash battled back and forth all day behind these two. Ray’s grandson, Max Seta San Antonio, TX

Fiesta Regatta participants gather following the awards presentation at Woodlawn Sailing Club.
Interesting Racing at The 1995 Perrysburg Boat Club (PBC) Open Regatta was held on the beautiful Maumee River South of Toledo. Many classes were represented at the regatta, with the Sunfish having the largest turnout. Hooray for the Sunfish! The PBC has undergone some major renovation in the past year, acquiring the lot next door to provide additional parking, as well as adding a major deck on the river front.

The regatta got off to a wet, slow start, as thunderstorms postponed the opening race for almost three hours. This time was well spent, however, with many sailors having the time to reacquaint themselves with old friends and swapping many stories.

When the thunderstorms passed, they took the wind with them. The first race was a drifter with very shifty winds. By the end of the race, the "windward" leg had become a broad reach, but with the wind coming over the hill, there were a few holes on the last leg and a couple position changes occurred as people sailed into these holes and waited for the current to carry them out.

The second race started with a little more wind than the first, but was sailed in the opposite direction from the first. As soon as the RC set the anchor for the starting line at the other end of the course, they sounded the ten minute gun. A few of the boats, including Kirk Beadle and Tom Katterheinrich, decided it was time to paddle in order to make sure they got to the line on time. With the wind and the current in the same direction, the run became an interesting leg.

Every time the wind died (blew less than the current), the current would move you faster than the wind, and the apparent wind moved forward and you were then on a beat. When the wind picked up, you had to let your sail out and you were on a run again. Talk about wind shifts!

The big chicken barbecue was the highlight of Saturday night, with many sailors enjoying the grilled food.

The third race was sailed on Sunday morning, promptly at 10:00 am as posted. The race committee set up the starting line out of sight from the yacht club. Ron McHenry, sailing down the river, decided he'd better work hard because, as you rounded the first bend, you still couldn't see the race committee. The race committee had decided to race on the whole river. They set the longest course in history on the river. We sailed a triangular course down by the bridge and then sailed the last leg all the way back to the yacht club. The last leg took over a half hour (it was as long as some of the entire races the day before). This was great and allowed for some interesting racing as we sailed around the bends in the river and played the current and the wind bouncing off the shore.

PERRYSBURG BOAT CLUB OPEN.


BACKYARD BOATS
SUNFISH BOATS, PARTS AND ACCESSORIES
CALL TOLL FREE 1-800-227-6132

VISA  MASTERCARD  AMERICAN EXPRESS

Aluminium Trailers • Fogh Design/North Made Racing Sails • Masts • Booms
Daggerboards • Rudder Assemblies • Hardware • Boat Covers
Spar Bags • Boat Dollies • Car Racks • Foul Weather Gear • Wetsuits and Drysuits

Complete inventory of Laser, Hobie, Catalina Yachts, Capri, Zuma, Force 5, Puffer, Minifish, and Snark parts.

We ship within 24 hours.

100 Franklin Street, Alexandria, VA 22314
Sarasota Corinthian Sailfest Benefits Youth

Charlie Clifton

A flotilla of 150 boats assembled at the Sarasota Sailing Squadron, June 17-18, to sail in a multi-class regatta benefiting the Youth Sailing Program and the Sarasota Corinthian Fund. The Sarasota Corinthian Sailfest attracted sailors from all over the state. The 14 boat Sunfish Class was one of ten participating.

North American Sunfish Champ Jeff Linton, who gave a go-fast clinic Saturday morning, appeared to be well tuned for the '95 NA’s, as he took two of the four races to win by 4.25 points. Chip Clifton won the second race, which helped him capture second overall. Aptly named, 18 year old Jamie Rabbitt, from Davis Island Yacht Club, proved that he is going to be a force as a newcomer to the class. Rabbitt led most of the first race, only to be ground down by Linton at the very end. Linton won the third race going away.

It was good to see long time class stalwart Dave Guerdan back on the circuit. He and wife Tina took a break Saturday night. Thousands of dollars in prizes were raffled off, including sailing gear, new boat, and a trip to the Virgin Islands, donated by USVI Sunfish Class member Jim Swan.

Squadron members turned out in droves to volunteer their help and make the event a resounding success. Thanks to everyone who helped.

Sarasota Corinthian Sailfest Sarasota Sailing Squadron June 17-18, 1995

Wolf Lake Open Draws New Blood

Andy Zeigler

This year marked the twentieth annual Wolf Lake Open Sunfish Regatta! Twenty six boats participated in this year’s event, held July 15-16.

The regatta drew new blood this year: several local Snipe sailors wanting to join the fun. While the other sailors were concentrating rounding the marks, the best deal of the day was consummated when Mel Nichols, of Wolf Lake, sold his boat to a passing skipper from Lansing.

Don Bergman’s 2-1-2-2 made him the overall winner, with wife Jean only 4 points back in second. The regatta was a success, and we are looking forward to next year’s twenty-first annual Wolf Lake Open.

Wolf Lake Open results:

<table>
<thead>
<tr>
<th></th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Don Bergman</td>
<td>69</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>2</td>
<td>Jean Bergman</td>
<td>67.75</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>3</td>
<td>Jim Towler</td>
<td>63</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>4</td>
<td>William Riddle</td>
<td>59</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>5</td>
<td>Tom Katterheinrich</td>
<td>58</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>6</td>
<td>Rex Rogers</td>
<td>55</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>7</td>
<td>Jeremy Zeigler</td>
<td>53</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>8</td>
<td>Paul May</td>
<td>52</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>9</td>
<td>John Crookston</td>
<td>51</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>10</td>
<td>Daniel Yamamoto</td>
<td>48.75</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>11</td>
<td>Charlie Butchart</td>
<td>47</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>12</td>
<td>Andy Zeigler</td>
<td>46.75</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>13</td>
<td>Paul Harrington</td>
<td>46</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>14</td>
<td>Jim Fletcher</td>
<td>45</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>15</td>
<td>Bruce Lowshiter</td>
<td>44</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>16</td>
<td>Andy Johnson</td>
<td>43.5</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>17</td>
<td>Mel Nichols</td>
<td>43</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>18</td>
<td>Chris Chatters</td>
<td>42.25</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>19</td>
<td>Cliff Austin</td>
<td>41</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>20</td>
<td>Reed Lowden</td>
<td>40</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>21</td>
<td>John Fishback</td>
<td>39</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>22</td>
<td>Bill Erven</td>
<td>38.5</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>23</td>
<td>Don Bergman</td>
<td>38.25</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>24</td>
<td>Howard Harshbarger</td>
<td>37.5</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>25</td>
<td>Tom Swartz</td>
<td>37</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
<tr>
<td>26</td>
<td>Mike Kelley</td>
<td>36.25</td>
<td>4-2-1-2</td>
<td>1-2-1-2</td>
<td>1-1-1-2</td>
</tr>
</tbody>
</table>
April Fool's Regatta

Sailors in the northeast got the Sunfish sailing season off on the right foot, at the annual April Fool's Regatta held at Sea Cliff Yacht Club on Long Island, on (you guessed it) April 1. Four races were sailed in very light air. Fred Abels won, and Malcolm Dickinson was second. It was great to be out on the water on such a beautiful spring day!

24 Race at Offats Bayou

Jim Uroda

Over the weekend of July 15-16, 24 boats gathered at Galveston Boat Club, on Offats Bayou, for the annual GBC Sunfish Regatta. Winds were light and variable for the six race, one throw out, series. The fleet all started together, but was scored in two divisions, seniors and women. Pier Luigi DiPatre, of GBC, raced in his first regatta as the only novice. Hank Saurage, of Pontchartrain Yacht Club, LA, proved he could sail well in just about any conditions. The light winds really put the fleet to a good test, and tie breakers determined many of the final positions. Once again the Austin Yacht Club and Bayshore Sailing Club sailors were big supporters of this regatta.

ANNUAL GALVESTON BOAT CLUB REGATTA
OFFATS BAYOU
JULY 15-16, 1995

Seniors

1. Hank Saurage, PYC (7)-1-3-5-1-1 10.25
2. Ash Beatty, League City 3-3-1-2-2(7) 12.75
3. Charles Melby, TCYC 1-4-2-4-6-2 12.75
4. Bill Gerloff, AYC 2-2-4-7-10-14 25
5. Logan Coar, BSC 5-14-11-1-3-(15) 33.75
6. Scott Ziegler, TCYC 8-3-7-13-4-12 35
7. Jack Aiden, GBC 6-7-13-6-5-1 35
8. Francis Leal, BSC 4-6-8-8-(11)-10 36
10. Mike Nelson, BSC (15)-15-13-3-9-9 47

Women

1. Lacy D'Enrico, LCYC 2-1-2-1-1 6.25
2. Patricia Manning, AYC 1-1-2-1-2 6.25
3. Vicki Stonec, AYC (4)-3-3-3-3 15
4. Christa Sykes, GBC 3-4-5-5-5-5 22

Eleven Race in April Snow

Leeds Mitchell, Jr.

Sunfish Fleet 155 hosted the Narragansett Bay Spring Championship on April 8, 1995, at Barrington Yacht Club. Eleven boats sailed five races in the snow. The transitional weather system brought light winds, varying from northerly to southerly throughout the day.

NARRAGANSETT BAY SPRING CHAMPIONSHIP
BARRINGTON YACHT CLUB
BARRINGTON, RI
APRIL 8, 1995

B Division

1. Wayne Turillo 26 10.25
2. Frank Guin 33 12.75
3. Peter Barnes 38 12.75

A Division

1. Kevin Coughlin 8 10.25
2. Mark May 14 12.75
3. Bob Wart 21 25

Need a Part?

Your Source for SUNFISH Parts
Fully Stocked
Ship within 24 hrs!
Free Catalog

Dinghy Shop
Amityville, NY
516-842-5221
24 Hour Fax: 516-598-8540

Accuracy: 84%
1995 SANJL Season Going Strong

Malcolm Dickinson

Day 1, Spruce Run

Don, Abi and Posy Seifert organized what was for many the first regatta of the year, on April 29th. Steve Manson took time off from raising his new twins to win in typical Steve style. Courtney Young, the local expert at Spruce Run Reservoir, was close on Steve's heels. Andy Dales and others discovered that their new boards were a few inches longer than the lake was deep—and have since had the opportunity to try out the repair technique illustrated in a previous issue of the Windward Leg.

1995 SANJL DAY 1 SPRUCE RUN RESERVOIR APRIL 29, 1995
(top 20 of 30)

1. 43909 Steve Manson 1-4-5-1 5.5
2. 26407 Courtney Young 4-1-2-1-3 7.75
3. 374 Andy Daley 2-8-4-6-12
4. 7509 David Davies 6-3-8-4-13
5. 49372 Jaro Mesicek 15-5-1-8 13.75
6. 37539 George Barrett 21-2-1-3-2 17
7. 60793 Bob Griswold 5-7-11-13 23
8. 3237 George Anderson 8-13-10-5 23
9. 20775 James Crink 13-12-6-7 25
10. 54414 Bob Burn 11-14-9-12 32
11. 75 David Mesicek 18-6-12-14-32
12. 61140 George Jackson 9-10-15-17 34
13. 0 Mark Rosenkrantz 17-10-18-9 36
14. 59579 Tom Dorin 16-26-3-22 41
15. 34775 George Sloan 19-16-14-16 45
16. 484 George Scary 17-23-19-11 47
17. 35270 Helen Wadrow 12-15-20-23 47
18. 60136 Bob Tomsey 24-24-7-18 49
19. 82036 Dave Rogers 14-18-17-19 49

Day 2, Greenwood Lake

The second SANJL regatta, held May 6, was sailed in a lot windier conditions than the first. The day started out windy and built to a fever pitch. The high wind, combined with enormous and sudden shifts, capsized boats throughout the fleet and exhausted the sailors, many of whom were out of shape after a long winter. The capsizes led to several bent spars because Greenwood Lake is relatively shallow. One sailor who was in top shape after a winter of weight training, was Derek Jackson, who walked away with the first race, despite a capsize on the final leg.

Derek had to leave early due to final exams, and Courtney Young battled it out with Malcolm Dickinson in the second race. Both capsized, but Courtney recovered quicker, finishing first with Bob Krahulik in second. Bob went on to win the third and windiest race, which saw only twelve boats left on the course! It was not a day for the faint-hearted. Who says pond sailing is all Junior Doubles?

Great Turnout at Mattituck Yacht Club's Sunfish Derby

John Condo

On the morning of August 5, four races were held for the Midget Doubles, and five races for the older sailors in the afternoon. The annual Sunfish Derby was hosted by Mattituck Yacht Club, on the Great Peconic Bay. Watch for this race next season; it is always held the first Saturday in August.

Midget Doubles
1. Andrew Gregg Southold 1-3-1-1 5.25
2. Chris Young Southold 2-5-3-3 12
3. Dan Markham Old Cove 3-2-5-2 12
4. Jay Zimmer Old Cove 6-1-3-4 13.75
5. Peter Gregg Southold 4-7-4-5 20
6. Mike Spicer Southold 5-4-6-7 22
7. Karen Orefe Old Cove 7-6-7-6 26
8. Brok Baker Old Cove 9-9-8-7 35
9. E.J. Ehlers Mattituck 8-8-10-10 36
10. Charles Austin Mattituck 10-9-9-8 37

Junior Doubles
1. Allison Suter Old Cove 1-1-1-1 3.75
2. Bart Hale Southold 3-2-3-2 12
3. Jay Young Southold 2-3-3-2 13
4. Kate McCarthy Mattituck 4-4-4-4 20
5. Cathi Sanford Mattituck 5-5-5-5 25

Junior Singles
1. Greg Spicer Southold 4-2-1-2-1 9.5
2. Rick Zimmerman Old Cove 2-3-1-3 11.75
3. Drew Zimmerman Old Cove 1-4-2-4 12.75
4. Jon Suter Old Cove 3-1-4-3-4 14.75
5. Rich Cato Old Cove 5-6-5-5-7 28
6. Duffy Markham Old Cove 7-5-9-6 35
7. Brendan Childs Mattituck dns-7-7-6-5 38
8. Pete McKee Mattituck 6-9-8-7-9
9. Peter Palmiotto Mattituck 8-11-6-9-12
10. Caroline Graf Mattituck 9-8-12-10-4 47
11. Andrew McCarthy Mattituck 10-12-11-11-5 55
12. Tim Collins Mattituck 10-12-11-11-5 55

Seniors
1. Larry Suter Old Cove 1-1-2-2-1 6.25
2. John Condo Mattituck 3-2-1-6 12.5
3. Paul Manning Old Cove 5-3-4-3-2 17
4. Steve Power Southold 2-4-5-3-3 19
5. Phil Marriner Old Cove 4-5-3-4-4 20
6. Matt Lyons Southold 6-6-6-5 29

1995 SANJL DAY 2 GREENWOOD LAKE MAY 6, 1995
(top 17 of 24)

1. 39251 Bob Krahulik 2-2-1 4.75
2. 60793 Bob Griswold 6-3-2 11
3. 52943 Malcolm Dickinson 3-4-5-12
4. 7509 David Davies 4-8-3 15
5. 26407 Courtney Young 16-1-4 20.75
6. 61140 George Jackson 9-7-7 23
7. 374 Andy Daley 10-5-10 25
8. 59579 Tom Dorin 13-6-6-8 27
9. 40643 Frank Blasetto 14-10-12 36
10. 60136 Bob Tomsey 15-11-11 37
11. 484 George Scary 7-25-6 38
12. 37539 George Barrett 5-25-9-39
13. 37475 George Sloan 12-9-25 46
14. 75128 Frank Blesso, Sr. 8-25-25 58
15. 76422 Chelo Nguyen 11-25-25 61
16. 77077 Geoff Flesh 17-25-25 67
17. 75093 Bob Griswold 6-3-2 11

SUNFISH CLASS AWARDS
7" Half hull on 5" x 10" solid walnut $30
7" Half hull w/cloth sails on 12" x 15" solid walnut base $55
7" Half hull w/pen & pencil on 4" x 10" solid walnut base $75

Perpetual trophies also available
Let us design your custom award
Other Classes and products available 1-800-539-2119

Singleman's Model Boat Works

NEW MINI AWARDS
3.5" Half hull on 3" x 5" solid walnut $7
3.5" Half hull w/solid resin sails on 5" x 7" solid walnut base $15
Painted to one color of your choice

Singleman's Model Boat Works
425 East Campbell Road
Schenectady, NY 12303
Vidales is Colombian Champion

Luis Eduardo Barón

In the warm Caribbean Sea, in April, was held the Colombian National Championship in the beautiful Cartagena de Indias Bay, site of the 1997 Sunfish World Championship. Forty-five sailors from four countries regions participated in this thrilling event.

Augusto Vidales, from Cartagena, won by 1.5 points to Solmar Bermúdez in an exciting final race that decided the Championship. In third place was Juan Carlos Martínez (10th in the Italian Championship); 4th was Jairo Peralta from San Andres; 5th was Sebastian Higuera, who lost the Championship after a disqualification in the 4th race.

The best of the juniors was Alvaro Andres Bustos, 16 years old, who finished 17th overall, and the best woman was Paula Douat, 15 years old, who finished 19th overall. The sailors agreed unanimously on Cartagena as the site for the 1996 National Championship.

Vidales received a cellular phone, the championship trophy, and qualified for the 1995 World Championship in the Bahamas. He will be joined by the top seven finishers, and the first three from the National Youth Championship.

Douat Wins Women’s Event

The 2nd Women’s National Championship was held in May at the Club Náutico El Portillo at the Tomín Lake. Teenager Paula Douat, 15, won the event over Marcela Recaman and Emma Lucia de Bustos. Paula established her reputation and is one of those favored to obtain the title at the Youth Championship in December.

Sunfish in Pan Am’s?

The Colombian Sunfish Class Association invites the different National Sunfish Class Associations to request that the Pan American Sailing Federation (fax (401) 849-5208) include the Sunfish in the Winnipeg Pan American Games, and the Central American Pan American Games in Maracaibo, Venezuela. If the Sunfish Class can make it to the Pan American Games with a good participation, it would not be surprising to see the Sunfish in the Olympics. At the last PASF meeting at Mar del Plata, I was surprised to see the Sunfish Class support from a majority of the present countries, even by those who don’t sail Sunfish. The Class meets many of the IYRU requirements: it is an inexpensive boat, appeals to young sailors, is easy handling, and is sailed in many countries. One thing is left: to become popular in Europe and Asia to get to the Olympics.

Homer Lowe Memorial at Marsh Harbour

Liann Key Kaighin

Marsh Harbour Sailing Club’s 5th Annual Homer Lowe Memorial Regatta was a very successful two-day event held May 12-13, 1995. Thirteen boats from Abaco and Nassau competed. Conditions on Friday began with 18-20 knots, then dropped to 15 and shifty by the end of the day. Saturday’s conditions were light, at 8-10 knots. The venue was the site of the Bahamas Sunfish Nationals, as well as the Worlds in November, the Great Abaco Beach Resort in Marsh Harbour.

HOMER LOWE MEMORIAL REGATTA MARSH HARBOUR SAILING CLUB, ABACO, BAHAMAS MAY 12-13, 1995

Please Patronize Our Advertisers!! And tell them you saw their ad in the Windward Leg!
Ernie Kervel Promotes Sunfish in Aruba

excerpted from The News, Aruba

"If you sail out of the harbor in Oranjestad at daybreak, and look towards the horizon, you just want to keep on going...that’s the feeling you get when you’re in a Sunfish." Ernie Kervel, just Ernie for those who know him, grins with his sparkling eyes. He’s been hooked on sailing for as long as he can remember and has always been one of the driving forces behind organized sailing on Aruba. A boat is not a real boat if it hasn’t got a sail on it, according to Ernie. Retired, he now spends most of his time on his small, but very fast, yacht and his Sunfish. The first is located at the Aruba Nautical Club, the second he keeps at home.

Ernst Kervel was President of the Aruba Sunfish Club, which acquired world fame during the three times the local club organized the Sunfish World Championship here on Aruba. The last time this event took place in Aruba was in 1986, but Ernie is determined to organize it again within two or three years.

When Ernie came to the island of Aruba in 1947, he discovered that sailing there was quite a popular sport, even among the Arubans. "In those days, they were sailing in Rancheros made of kiwi wood that could be found on the island. Some 45 boats raced every year in Oranjestad on the Queen’s Birthday. The first Sailfish arrived when the Americans started the refinery at the Lago. This boat gradually replaced the Rancheros. Later," he continues, "the Sunfishes arrived and replaced the Sailfish. The sport became very popular then and we took part in the World Championship. Personally, I entered 17 times, but never came close to winning anything," he sighs. "Then, in 1974, we organized the race here in Aruba and participants from all over the world came. In total, we had 107 Sunfish racing! It was a spectacular sight."

Later, he admits, the popularity of the Sunfish dropped world-wide because of the windsurfer. "I’m too old now, Ernst explains, "but if I were young, you’d see me racing on one of those boards also." The Aruba Sunfish Club, however, still exists and the 25 members are very active and enthusiastic. They are even responsible for the founding of the Dutch Sunfish Club, whose founders were Arubans settling in the Netherlands. All of them take the sport very seriously, because "sailing a Sunfish is by no means an easy sport. Tactics are very important and mistakes are punished straight away! But we don’t always race. We organize different events throughout the year, like a moonlight sail, a trip to Venezuela around Aruba, etc. But we’re serious about organizing the World Championship for the fourth time, and we will call on the government and local sponsors to help us."

One thing is for sure. Ernie will be on the starting line with his Sunfish, although chances are slim that he’ll walk away with the trophy.

—contributed by Greta Dekker

Costanzo Wins Venezuelan Nationals

Paul-Jon Patin

The 1995 Venezuelan Sunfish Nationals were sailed in the beautiful waters of Porto la Cruz Bay, Venezuela, April 28-30. The field of 39 represented strong competition from five states of Venezuela, Colombia and the United States.

On Day 1, Venezuelan Mauricio Costanzo jumped out to take the first two races, displaying tremendous instinct and positioning in the clocking, 10-14 knot northwesterly. On Day 2, the wind lightened and a 30% lunar eclipse shadowed the course. Marginal surfing conditions let the Venezuelans exploit their reaching speed, as Costanzo and 17-year-old Pablo Hernandez were 1-2 in Race 3. The lead then began to tighten as 1992 and 1993 World Champions, Paul-Jon Patin and Eduardo Cordero, both challenged and won races by day’s end.

On the final day, again the Venezuelan downwind speed was exhibited, while Cordero was able to break away and win decisively, pulling within striking distance of Costanzo. However, in Race 8 Costanzo’s solid performance enabled him to pass Cordero at the weather mark, never looking back, and win the race and the regatta.

VENEZUELAN NATIONAL CHAMPIONSHIP
PORTO LA CRUZ BAY
APRIL 28-30, 1995

(Class Top)

<table>
<thead>
<tr>
<th>Place</th>
<th>Number</th>
<th>Name</th>
<th>Nationality</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2888</td>
<td>M. Costanzo</td>
<td>Venezuela</td>
<td>1-1-1-1-2-2-2-4-1</td>
</tr>
<tr>
<td>2</td>
<td>2 7</td>
<td>E. Cordero</td>
<td>Venezuela</td>
<td>2-3-3-1-1-1-1-2-2</td>
</tr>
<tr>
<td>3</td>
<td>2-7</td>
<td>P-J. Patin</td>
<td>Venezuela</td>
<td>6-2-4-3-1-3-6-2-7</td>
</tr>
<tr>
<td>4</td>
<td>2111</td>
<td>J. Bilbao</td>
<td>Venezuela</td>
<td>3-13-7-10-4-5-2-35</td>
</tr>
<tr>
<td>5</td>
<td>9</td>
<td>S. Figuera</td>
<td>Venezuela</td>
<td>4-4-6-9-5-8-6-3</td>
</tr>
<tr>
<td>6</td>
<td>2444</td>
<td>T-C. Permin</td>
<td>Venezuela</td>
<td>5-6-6-6-4-6-7-8</td>
</tr>
<tr>
<td>7</td>
<td>337</td>
<td>J. Flebbe</td>
<td>Venezuela</td>
<td>5-7-16-7-8-3-8-4</td>
</tr>
<tr>
<td>8</td>
<td>2399</td>
<td>L. Martinez</td>
<td>Venezuela</td>
<td>11-6-6-8-7-7-11-11</td>
</tr>
<tr>
<td>9</td>
<td>2000</td>
<td>R. Alvarez</td>
<td>Venezuela</td>
<td>8-8-10-14-10-6-6-7-7</td>
</tr>
<tr>
<td>10</td>
<td>2780</td>
<td>P. Hernandez</td>
<td>Venezuela</td>
<td>10-10-2-5-14-11-10-38</td>
</tr>
<tr>
<td>12</td>
<td>2345</td>
<td>A. Godoy</td>
<td>Venezuela</td>
<td>12-12-14-12-11-10-12</td>
</tr>
<tr>
<td>13</td>
<td>V-2424</td>
<td>H. Mateos</td>
<td>Venezuela</td>
<td>16-9-11-115-12-9-14-17</td>
</tr>
<tr>
<td>14</td>
<td>2777</td>
<td>G. Sanjosa</td>
<td>Venezuela</td>
<td>15-11-9-6-16-18-15-18</td>
</tr>
</tbody>
</table>

Martinborough Sweeps Bermuda Race Week

Nine sailors from four countries competed in the Sunfish Fleet of Bermuda’s annual International Race Week, held April 30 through May 5, 1995. Competition for the title was close, with first and second place finishers Donny Martinborough and Paula Lewin dropping a second place for their throwout... the six race series. As always, the hospitality was warm and the parties, great fun. If you receive an invitation in the future to this prestigious event, accept!

INTERNATIONAL RACE WEEK
SPANISH POINT BOAT CLUB, BERMUDA
APRIL 30-MAY 5, 1995

<table>
<thead>
<tr>
<th>Place</th>
<th>Number</th>
<th>Name</th>
<th>Nationality</th>
<th>Score</th>
</tr>
</thead>
</table>
| 1     | 55     | D. Martinborough | Bermuda     | 1-1-1-1-2-1-2-
| 2     | 324    | Paula Lewin    | Bermuda     | 2-2-2-1-2-1-2-1 |
| 3     | 271    | Damian Payne   | Bermuda     | 3-3-3-3-3-3-3-3 |
| 4     | 278    | Howard Lee     | Bermuda     | 5-4-4-4-3-3-3-3 |
| 5     | 311    | David Frith    | Bermuda     | 4-5-7-7-5-3-3-3 |
| 6     | 13     | Terry Beadle   | Waterford M | 6-6-5-5-9-8-10 |
| 7     | 19973  | Gordon Geick   | Collinsville, CT | 7-7-6-6-6-6-6-6 |
| 8     | 47     | Richard Lament | Bermuda     | 9-8-9-9-6-6-6-6-6 |
| 9     | 1      | Peter Nash     | Vancouver, BC, Can. | 8-9-8-9-8-8-8-8-8 |

Competitors at ‘95 International Race Week in Bermuda, from left: Richard Lament, Gordie Geick, Peter Nash, Damian Payne, Paula Lewin, Donny Martinborough, Terry Beadle, David Frith.
About Sunfish® Class Membership

The International Sunfish Class Association was granted international status by the International Yacht Racing Union in 1984. The ISCA ensures equal opportunity for all sailors by preserving the Sunfish as a true one-design sailboat. The United States Sunfish Class Association is the ISCA-recognized authority within the U.S. By joining USSCA, members are automatically members of ISCA.

All U.S. Sunfish owners are urged to become members of USSCA. Upon receipt of the membership application form and fee, USSCA will assign an official sail number, and a set of self-adhering, cloth sail numbers will be sent to the applicant. A sailor who buys a new boat may retain his/her original sail number if the old sail is not sold with the number on it. Members may purchase replacement or newly assigned numbers through the USSCA office for $12.00.

As a member of USSCA, you will receive a membership card, the Class Yearbook, the Class Measurement Rules and Constitution, the Annual Regatta Schedule, and the class newsletter, Windward Leg, containing regatta reports and articles on how to enjoy, maintain and race your Sunfish. A Family Membership, available to sailors living at the same address, provides an ISCA membership card for each member, and one set of the materials described above. Junior membership (for an individual who is not 18 years old or older during the calendar year) is available at a discount. USSCA membership entitles a sailor to race in sanctioned events at the regional, national and international levels. Members also have voting privileges at the Annual Sunfish Class Meeting held at the North American Championship site.

Sunfish owners who live outside the U.S. where there is no Sunfish Class Association, may join the USSCA and receive the Windward Leg by sending the membership application form and appropriate fee to the address below.

USSCA Membership Application

First Member

'Additional Family Members:

Name

Sex

 Birth Date

 Sail Number

Address

City ____________________________ State __ Zip ____________ Country ________

Phone: Home __________________________ Work ____________

Sunfish Fleet Number __________________________ Location __________________________

I am a current member of US Sailing. Yes ___ No ___

* To receive notices for Women's, Juniors, or Masters events

** If previously registered

Please register me as a new member of USSCA.

U.S. Non-U.S. AMT. PAID

$35.00*** $35.00

Please register me as a new Junior member of USSCA (not 18 in calendar year).

25.00 ea 15.00 ea

Please renew my membership in USSCA.

30.00 35.00

Please renew my Junior membership in USSCA.

15.00 ea 15.00 ea

I need a replacement sail number. My sail number is ____________

12.00 15.00

I am already registered. Please assign me a new sail no. for my new or additional boat.

12.00 15.00

** Includes sail numbers

TOTAL ENCLOSED

Make check or money order payable to USSCA (U.S. Dollars) and mail with form to address below.

UNITED STATES Sunfish® CLASS ASSOCIATION • P.O. BOX 300128 • DRAYTON PLAINS, MI 48330 - 0128 • (810) 673-2750

Windward Leg Summer 1995
Sailboat Race Scoring Program - IBM PC Compatible. Powerful and comprehensive. Developed specifically for Sunfish, High Point, Low Point and Olympic scoring methods. Perfect for clubs and regattas. $44.95. Terry Beadle, 4204 South Shore, Waterford, MI 48328. Michigan residents, add 6% tax.

Please check your mailing label - Send any address changes or corrections to the USSCA Office so you don't miss any issues of the Windward Leg. This is important, as it costs the class money when they come back undeliverable. Back issues of the Windward Leg may be ordered by sending $3.00 (check payable to USSCA) to Peg Beadle, USSCA Office, P.O. Box 300128, Drayton Plains, MI 48330-0128.

Sailing World is the US Sunfish Class Association's news magazine. United States Sunfish Class Association, P.O. Box 300128, Drayton Plains, MI 48330-0128. Phone: (313) 673-2750.

Forwarding and address correction requested.

MEMBERSHIP RENEWAL
Membership is for the calendar year. To renew your membership, use the form on page 31, or on a sheet of paper write your name, mailing address, home phone, work phone, Fleet number, Fleet location, and sail number. Enclose it with your check for $30 payable to USSCA and send to: United States Sunfish Class Association, P.O. Box 300128, Drayton Plains, MI 48330-0128. Phone: (810) 673-2750.

MEMBER IYRU AND US SAILING