SUNFISH NORTH AMERICANS
Sayville Yacht Club
Sayville, NY
August 17-23, 1996

ABOUT FRIENDS FROM AFAR
L to R: Hector Vidal, Louis Nunez, Eduardo Cordero
Nancy Haberland
Jeff Linton
Eduardo Cordero

ABOUT WINNING
Lee Parks

ABOUT PREPARING FOR THE CHAMPIONSHIP

SEE STORY PAGE 13
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Windward Leg
Editor: Vicki Palmer
The Windward Leg, the official newsletter of the International Sunfish Class Association, is published three times yearly for the information and enjoyment of its members, their families, and friends. Subscriptions are available through membership in USSCA or a NSCA. For membership information write to:
United States Sunfish Class Association
P.O. Box 300128
Drayton Plains, MI 48330-0128

Articles of interest, features, photos, and all regatta results are welcomed. For results, include finish order, sail no., name, hometown, race-by-race finishes, final score, and a wrap-up including weather conditions and social aspects. Please clearly identify the content of photos and to whom credit should be given. Send to the editor:
Vicki Palmer/Windward Leg
USSCA
P.O. Box 300128
Drayton Plains, MI 48330-0128

Submissions deadlines:
February 15
June 15
October 15

In your name, mailing address, phone, fleet number, fleet leader, and sail number. Enclose your check for $30 payable to USSCA and send to:
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National Ranking System

Tom Donahue and I sat down recently and decided that we needed a way to make things a little more interesting and exciting for the average racer, and possibly inspire more sailors to travel the circuit and "hit the road." How can we get more people to travel and participate on more of a national level instead of just at their home club? We decided it might be time to initiate a national ranking system. We wanted to devise a system that would reward sailors more for participating more and not necessarily by just doing well at one event. Here is our proposal which will be voted on at this year's North Americans.

The scale is for USSCA sailors only, remember, so the Worlds and International Masters events don't count. The specialty regattas such as the Women's NAs and National Masters can't count either since it would penalize people for not being female or over 40. Therefore, the only events that count are the Mid-Winters, North Americans, and all regional events. Statistics can be kept quarterly, or even weekly if someone wanted to keep it posted on the Internet.

Regattas are worth the following points:

- Mid-Winters: 80 points
- North Americans: 80 pts
- Regionals: 40 pts

You are allowed to accumulate 200 points. If you won the Mid-Winters, North Americans, and one regional, you would have 200 points and would be indisputably the number one sailor in the country. You could also accumulate 200 points by sailing five regionals and winning them all. You can only count the best points in the regattas that could potentially add up to 200. For example, let's say Derrick Jackson races in the Midwinters, NAs and three regionals. He comes in first at one regional, 10th at the Mid-Winters, 30th at the NAs and 4th and 6th at the two other regionals. He potentially has 280 points worth of events. He must get rid of two regionals or one of the major events. His best score would be to keep the two majors for a total of 122 points and one regional for 40 giving him a total of 162 points, putting him well up in the national rankings. What is nice about this system is that you can avoid the majors and still score high by doing four or five regionals a year.

This system will make things interesting and inspire more sailors to get out and travel. If you have any comments on the system, let us know. We need a volunteer to keep track of the standings. Each year's results can go into the yearbook and possibly the Windward Leg. They could also eventually be used to qualify sailors at the NAs. Possibly, the highest 50 or 60 ranking sailors who show up get into the championship fleet automatically, and there could be a sail-off for another 10 spots or so.

Sunfish: Boat of Champions

I recently received a call from a young Sunfish sailor who reported that some speakers at a seminar program were talking down about Sunfish and Sunfish sailors. I don't like to hear about such things, and I have reported this to SLI to try to prevent this in the future. Let's refresh everyone's memory. The Sunfish has probably had more boats built to this day than any other boat in the world. I know the Laser is close but Olympic status and heavy manufacturer emphasis have a great deal to do with this. The Sunfish still could be called the most successful one-design racing class in the world. It has been going strong since the early 60's. Regional participation moves around but regatta turnouts at the Midwinters, North Americans, and in some regions, are higher than ever in the last few years.

Who sails in the Sunfish class? Although the Optimist class is taking over as a youth trainer now in some areas, the Sunfish was, and still is, the starter boat for great future sailors. Its charm has always been that it is a boat that attracts all ages and genders of sailors. People have made fun of this also, but it is usually from the younger generation who want to race exclusively amongst themselves in certain classes. Indisputably, some of the best sailors in the world sail or have sailed Sunfish. Look at the Olympic athletes and participants in this year's trials alone. You'll find Sunfish sailors past and present galore at the top of their respective classes. Look at last year's Chevrolet Stadium Championships. In almost every city, several Sunfish sailors were chosen to participate. The Sunfish class has had Olympians, World Champions, America's Cup racers, Laser National Champions and great sailors from all over the globe grace its ranks. Some came out of the Sunfish class and some came into it.

Don't ever let anyone tell you that the Sunfish isn't the class of champions. I'll see you on the starting line, and you had better be going fast.

Brian Weeks
Dear Sunfish Friends:

It's hard to believe that another season is coming to a close. Didn't it just begin? I understand the NAs went beautifully with Sayville doing a great job, as we all knew they would. Congratulations to Eduardo Cordero and Hector Vidal for winning the Senior and Junior events, respectively. It would seem the South Americans are taking over the North Americans! Don and I were really sorry to miss it. It's the first NAs Don has missed in about 26 years. Don's son Bill Bergman was married Saturday the 24th, and we couldn't quite make both events.

We are looking forward to a great World Championship to be held in Santo Domingo, Dominican Republic, October 12-19. We have 110 competitors registered, representing 12 countries. This is the largest group we have ever had. The logistics of supplying this big a fleet and making all the arrangements have been very difficult. But with a lot of work and the cooperation of all involved, we are assured of 110 boats and maybe up to 115. It should truly be a great event.

Looking ahead we have Cartagena, Colombia, as our host for the 1997 Worlds and Sayville Yacht Club, scene of this years NAs, has offered and been accepted as the host in 1998. Some U.S. sailors have expressed concern about safety in Colombia. I want to assure everyone that I have checked very carefully on this subject. In fact, Andres Santana made a trip to Cartagena to find out all the particulars. His report was very thorough and included the U.S. State Department travel information bulletin which indicates that the major tourist areas of Cartagena and San Andres are considered safe. Don and I attended the Worlds in San Andres. They were wonderful. Colombia has worked very hard to expand their Sunfish class, and they want very much to host this Worlds. I'll have more information for you in my next letter.

Remember, Sunfish sailing is the best, and Sunfish people are the best. Get out there and join in.

Good sailing,

Jean

Jean Bergman

President

New England's One-Design Headquarters

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ANNUAL USSCA GENERAL MEMBERSHIP MEETING
August 21, 1996
Sayville Yacht Club
Sayville, NY

I. Call to Order
The 1996 General Membership Meeting of the USSCA was called to order at the Sayville Yacht Club on Wednesday, August 21, 1996 at 8:10 p.m. by President Brian Weeks.

II. Secretary's Report
The minutes of the previous meeting as published in the Windward Leg were approved.

III. Treasurer's Report
See next page.

IV. Committee Report
a. The first of our Committee Reports was given by our Advisory Council Representatives Larry Cochran and Dan Feldman.
   1) Larry reported on the proposed rules changes to be presented to the Advisory Council in October at the Worlds. They are as follows:
   *The use of any sized boom blocks will be allowed.
   *Limits will be taken off the length of the traveler.
   *The use of a thimble to prevent chaffing of the line on adjustable outboards will be acceptable.
   2) Larry continued with an update on the proposed Escape rudder testing. SLI would very much like to have a common rudder on the Escape, the Zuma and the Sunfish. Although it might improve control of the boat, especially in heavy air, it is 54% larger than our present rudder and appears to be too large for the Sunfish. As the discussion continued, Dan White questioned whether there was a real need at this time for a change. Rod Koch brought up the issue of no official survey being taken and asked why the SLI recommended rudder to be used by us is adapting to the Escape and Zuma instead of the Escape and Zuma adapting to the Sunfish. Brian added that people who had tried the Escape rudder weren't very impressed with it. In any event, no changes will be made without taking a survey of the Class. The final outcome of the discussion was that Larry and Dan should recommend to the Advisory Council that we keep the old rudder. In order to prevent individual changes to the rudder angle and other illegal adjustments to the boat, suggestions were made to have spot measurements done at the Regional Championships. This would necessitate a new group of Assistant Measures from all regions (perhaps the Regional Reps) doing the spot checks and becoming members of the Rules Committee.
   3) Dan Feldman gave an in-depth report on the many available computer opportunities for Sunfish sailors. He presently has an e-mail Questionnaire on the Sunfish Bulletin board and Datasync. He would like as much input as possible from us. For more information on the Internet and our new Sunfish Web page, contact Dan, Bishop Steffel, or Terry Beadle.

b. The news from SLI is that the new 1997 boats will have a blue cockpit with the cost being about $100 higher.

c. In the absence of our Membership Committee Chairperson, Brian reported that our membership has remained stable.

d. Brian also indicated that our Historians, Rapid and Donna Buttner, would like some help with our Hall of Fame.

e. In the absence of Vic Manning (Masters Subcommission Chairperson), it was reported that Tom Donahue won the Masters Nationals at the Southhold Yacht Club in July. The International Masters Championship will be held in Tampa Bay at the Davis Island Yacht Club in March.

f. Brian also reported that the Women's North American Championship will be held at Lake Bluff, Illinois in September.

g. Brian introduced the two Junior Class Co-Presidents Paige Deiner and Alex Conway, elected at the Junior Class meeting under the direction of Junior Committee Chairperson Connie Miller. Paige reported that the number of Juniors qualifying for the Championship Fleet was addressed at the Board meeting of the previous night and it was decided that the top five Juniors or the top 20% of the Junior Fleet, whichever figure was higher, would be eligible. She also indicated that it would be helpful to have a Clinic for Juniors, Midgets and Novices at each North American Championship.

h. Tom Donahue has been filling in for Lois Blodgett as Regatta Chairperson. The 1997 North American Championship will be held July 5-12 in Gulfport, Mississippi.

i. Nominating Committee Chairperson Tom Katterheinrich entered the following names in nomination for Officers and Regional Representatives of the USSCA:

<table>
<thead>
<tr>
<th>Officers</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>President</td>
<td>Brian</td>
</tr>
<tr>
<td>Treasurer</td>
<td>Mike S</td>
</tr>
<tr>
<td>Secretary</td>
<td>Betsy S</td>
</tr>
</tbody>
</table>

Tom asked for additional nominations from the floor. None were forthcoming. A motion was made and seconded to accept all Officers as nominated. The motion passed unanimously. Each Regional Representative was elected unanimously by their constituents.

V. Old Business
a. President Brian Weeks asked the membership for feedback on the new NA Qualifier format. Rod Koch suggested three races on Monday with Tuesday open for Fun races. George Jackson indicated that he would prefer sailing all five days. Brian felt that we should leave the Qualifier scheduling to the discretion of the Race Committee to allow for unsuitable weather conditions. He also stated the North American Junior and Midget format would remain the same next year.

b. Brian and Tina Weeks worked hard on the computer laying the groundwork for our new yearbook. The task was then passed on to Dan Feldman who is doing the desktop publishing and should have the yearbook ready shortly.

VI. New Business
a. Charlie Clifton gave an Internet report on the Sunfish newsletter. He informed the membership that Bishop Steffel has a great Web page on the Internet with pictures and race results. It would benefit our communication to feed him information on regattas and race results. The Class newsletter and the Web page compliment each other. There is no cost to join. Instructions for subscribing are in the previous Windward Leg.

b. President Brian Weeks introduced Vicki Palmer as the new Editor of the Windward Leg. Brian praised former Editor Linda Tillman for the excellent job she has done. He plans on having a special presentation for her in October at the Worlds.

c. All meeting participants agreed with the new measurement changes.

VII. Adjournment
The meeting was adjourned at 9:07 p.m.

Respectfully submitted,

Betsy A. Schmidt, Secretary

Regional Representatives
Florida
Southeast
Mid-Atlantic
New England
New York

Cindy Clifton
John Anderson
Susan Swenk
Peter Beckwith
Joel Furman
# 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. 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 captain black chevron and certificate for their fleet champion by sending a written request to the class office.

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### Class Communication

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) to Peg Beadle, USSCA, P.O. Box 300128, Drayton Plains, MI 48330. Specify issue(s).

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.


### Making the Stock Board into a Speed Board by Brian Weeks, Vol. III, No. 9 (woodboard).


### Inner Hull Repairs by Brian Weeks, Vol. IV, No. 1.

### Practice Sailing With Ease by Derrick Fries; New Daggerboard Repairs by Brian Weeks, Vol. IV, No. 2.

### A Sink 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.

### 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)
- 21st Worlds (Curacao)
- 3rd World Championship (Bermuda)
- 1989 Masters Regatta (Florida)
- 18th Worlds (Aruba)
- Sail to Freedom
- 19th Worlds (Nassau)
- Sunfish Promo
- Combo: 1st and 3rd Worlds (St. Thomas and Bermuda)
- USSAILING Video on Rule 54 (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

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## USSCA Treasurer’s Report

**1/1/96 - 6/30/96**

<table>
<thead>
<tr>
<th>Revenue</th>
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<td>Commission/Windward Leg</td>
<td>689.71</td>
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<tr>
<td>Dues/US SAILING</td>
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Balance on Hand — 6/30/96: **$21,168.72**

Checking: **$28,040.10**

Savings (CD): **$10,259.70**
Sailing Etiquette

Courtesy Should be Observed by the Top Finishers

Joel Furman

Rule 30.1 of the International Yacht Racing Rules under Part IV (Right of Way) reads: Before or after she is racing, a yacht shall not seriously hinder a yacht that is racing. The rules of Part IV apply to yachts that intend to race, are racing, or have been racing in the same or different races from the time they begin to sail in the vicinity of the starting line until they leave the vicinity of the course after finishing or retiring, except when the sailing instructions prescribe that the International Regulations for Preventing Collisions at Sea (IRPCAS) or applicable government right-of-way rules apply.

It appears that since the Worlds Championship in Houston, Texas, it has become the custom of the top finishers to re-enter the course triangle and sail through the fleet (which is still racing) in order to maintain a direct course back to the yacht club. In their dodge and tuck to minimize displacement of still competing yacht's air, arguments appear to be: (1) I was excited about my finish and forgot about the rest of the fleet; (2) I was totally exhausted (or had a headache) and was temporarily disoriented; (3) I made every effort to avoid taking anyone's air; (4) It was the most direct route without bothering anyone over the long term; (5) I was not close enough to "seriously hinder a yacht even though I was on the race course," and/or (6) I was just following the rest of the finishers.

The problem is our major events of the Worlds and North Americans are massive in the number of boats competing. Three boats 100-200 yards to windward can devastate an one's chances of maintaining regular air to the finish line. Once the first few finishers complete their race, their race is over and ours might just as well be too as the "train" starts everyone following them through the course or even down both lay lines.

If you believe you are being affected by any finisher sailing back through the race course, you should protest them because they, by re-entering the course triangle, have assumed that risk. And the onus will be on them to disprove affecting your race.

I also recommend that race committees place "black buoys" after the finish line on one side with sailing instructions that state boats will channel themselves to the layline side closest to the yacht club so as to minimize the dead air to one side. This will give the remaining competitors the opportunity to have a shot at regular air on the other layline for their own finish. The Optimist dinghies do it in New England.

Why can't we?

Any suggestions?

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Hooray for Janice!

Our thanks from the Sunfish Class go to Janice Mason for editing and combining the videos that we have at the office. She has done a fantastic job and we are so grateful. Thanks again.

Peg and Terry
The Work Bench
A Column On Ideas and Upkeep
by Brian Weeks

Resecuring Foam Blocks

Often times the convincing factor in selling a Sunfish is that terrible moment when you’re going upwind in some chop and all of a sudden you hear a different sound coming from the front of your hull bottom. It’s that sound of two or more surfaces vibrating your teeth out with each wave as your boat from side to side and so you can bang on the hull to check where the foam is not bonded. Make sure the inner hull is perfectly dry. If it is not, sponge it dry and let it air out in a dry spot for a day or two. If anything is wet, the repair won’t work. Use acetone to dry the repair area. Use #36 grit sand paper, folded in your hand, to sand the area where the foam will go. You must reach through the dry port and sand as much as you can to make better bonding. You may want to wear a long sleeve shirt for this job. Use the sandpaper as a saw to slice into the foam to create a spot for the poly foam to get into. Sand all areas as best as you can.

Once you have prepped and sanded, vacuum the hull interior out. If you can, use sticks to separate the foam from the hull and sand in-between the layers. This will create the best chance for rebonding. Only refoam one spot at a time. Remember this, a little foam goes a long way when it pops off. Polyurethane foam starts off as two liquid parts but, upon reaction in about 30 seconds, the foam expands to 10 times the amount mixed. Have everything clean and ready to go. Mix the two parts of foam in a small coffee can or jar, following the directions. The required mixing time is usually 30 seconds. Wait for the color to be uniform in that time period and then pour it slowly into the repair area. Let it get in-between the layers and roll along side of the foam block. As soon as you see the reaction begin, pull any sticks out and let chemistry do the rest. If you were patient and did things correctly, the foam should be rebonded to the hull in a couple of minutes.

Now you can do the other side and any other areas needed. You may find you need a helper, while the foam is in its liquid state, to tip the boat fore and aft and to make sure the foamy liquid stays on the correct side of the boat by tilting it in the correct direction.

Usually all boats let go of their foam in the bow area, because of age. If they let go in the stern, you can follow the same procedure. Boats should never let go under the cockpit floor since the hull and floor are bonded with polyurethane putties and resin.

After the job is complete and you are positive about the results, you can install the inspection port. Do this with silicone seal and the number 8 screws. You should use the 9/64” drill bit to drill for the screws. You may want to seal this port very tightly to prevent reopening and to keep it watertight.

When all is done you can keep sailing the same restiffened hull or you can sell it without the guilt of knowing the foam is loose. Get to work, and we’ll see you out there.
Novice’s Nook

(Questions and input from Jeremy Broderick of New Bern, NC)

What errors do you most often see that juniors and beginning sailors make?

Beginning and junior sailors often make several critical errors which affect boat speed on a large scale. The most common mistake I see, and always try to correct, is the sitting position. Young sailors and new sailors alike often sit too far aft. Unless it is blowing hard when you should move back a little, you should almost always sit as far forward in the cockpit as you can. The boat will sail properly when you are seated correctly. Many sailors are afraid to hike out also, feeling uncomfortable with the extension. Practice as much as you can and get as far out of the boat as it takes to sail the boat as flat as possible.

Don’t overlook the gooseneck setting, especially if you are light. It should be set at about 16-17° for beginners in light air, 18-19° in medium air, and 20°+ in heavy air. When you aren’t fighting the helm either way, you’ve got the boat balanced. A novice sailor should simply want to balance the boat out when it is blowing hard. I have also noticed young sailors not trimming in the main sheet enough. Look at how tight other sailors sheets are. This leads to the next question.

How do I keep from side slipping upwind?

Beginning sailors sometimes haven’t developed the feel for the Sunfish just yet. They don’t have the automatic tack and go instinct that should be worked on and developed until it becomes a no brainer. When you tack and the boat starts slipping, you have actually tacked incorrectly. It will eventually become natural, but try this. Tack to weather but let the sheet go a bit. When the tack is completed, fall off just for a second or two and retie the mainsheet again. This gives the boat the kinetic push forward that stops the side tracking. If you side slip at other times, try letting out a little sheet, pull the daggerboard up, push it back down quickly and sheet in. The boat will spurt forward and start tracking again.

Jeremy has a tip for those who don’t have fancy tiller extensions. Take a piece of line, about 1/8” in diameter. Wrap it around the extension in a circular motion from the joint to the end, leaving 3/4” gaps in between the wraps. Tie it off and then wrap grippable rigging tape over the line and wood of the extension. Sounds great, Jeremy.

Tip of the Month

When you are sailing off-wind, there are some things to keep in mind if you want to pass boats or not get passed. Keep the sheet in your hand, before the block. Don’t use the block unless it is blowing. You’ll feel the boat and the sail better this way. Use a wind vane. Off-wind you need to know when the wind changes, where it’s coming from, and when your apparent wind shifts forward requiring sheet adjustment. If the wind is light, it’s risky to go low. Stay to weather. The boats to weather get the next puff first. If it’s windy and there are a lot of boats, there will be a tendency for everyone to go high. Try going low. It may not look advantageous at first, but by the next mark you’ll be reaching up for it while the others will be in slow motion headed straight down wind. Never play the rhumb line unless you are in the lead. (The rhumb line is a straight line from one mark to the next.)
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Gill 906 zip-up neoprene boots with regular firm sole $69.00 $23.20 $28.35
Thunderwear 3/4 length neoprene gloves XXS - XL $26.05 $29.05 $28.35
New Gill Frostbite neoprene gloves XS - XL $36.00 $35.00
Body Glove shorty wetsuits in jr., women's and men's sizes $116.00 $105.00 $144.00
Body Glove 3/2 Pro Full wetsuits in jr., women's & men's sizes $160.00 $109.00 $140.00
Gill Dinghy one piece spray suits XS - XL $54.00 $215.00 $95.00
Gill spray smocks (DG400) XS - XL $58.35 $215.00 $95.00
Henri Lloyd Olympic one pieces XS - XL $148.00 $163.00 $112.00
Henri Lloyd Olympic smock tops XS - XL $299.00 $299.00 $399.00
Camet neoprene hiking pants XS - XL $399.00 $399.00 $399.00
Camet neoprene hiking pants with suspenders XS - XL $572.00 $199.00 $25.00
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### 1996 SUNFISH NORTH AMERICAN CHAMPIONSHIP

North American Champion  
Eduardo Cordero  
Top Female – Nancy Haberland  
Top Master – Tom Donahoe  
Junior Champion – Hector Vidal  
Founders’ Fleet Champion – Justin Stang

#### CHAMPIONSHIP FLEET RESULTS

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#### Qualifying Race Conditions

Race #/Wind Direction/mph Wind Speed:  
#1/75-110 degrees 2/8, #2/140-160 degrees 10/15, #3/165-180/3.8

#### Championship Race Conditions

#1/240-250 degrees 15/25, #2/230-240 degrees 15/22,  
#3/180-200 degrees 3/8, #4/180-200 degrees 3/8,  
#5/180-200 degrees 3/8, #6/220-235 degrees 5/18,  
#7/220-235 degrees 10/17, #8/235 degrees 15/18

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### 1996 North American Junior Championship

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Do your typical club races look this crowded at the start line? At the Austin Yacht Club on Lake Travis in Austin, TX, they do. See story page 25 and top it if you can in the next Windward Leg!!!
Six Bullets Clinches 1996 North American Title for Eduardo Cordero

Vicki Palmer

Sayville Yacht Club, Sayville, NY, August 17-23 — Who to honor first? The wonderful, dedicated regatta workers led by Paul and Pan Patin who hosted an outstanding North Americans after over a year of planning? The top North American champion, Eduardo Cordero? The top woman sailor, Nancy Haberland? The top junior champion, Hector Vidal? The top Masters champion, Tom Donahue? The top North American champions such as three-time winner Jeff Linton, Rod Koch, Len Ruby, and Joel Furman, were junior sailors with the Founder’s Fleet; Justin Stang? All of them champions; all of them making the 34th annual North Americans at Sayville Yacht Club, August 17-23, with 118 total competitors, a memorable event. But to start somewhere... 

Put 87 senior and 31 junior Sunfishers from all over the globe on the beautiful south shore of Long Island, and you get competitive sailing at its best. Against former World champion Paul-Jon Patin and North American champions such as three-time winner Jeff Linton, Rod Koch, Len Ruby, and Joel Furman, Eduardo Cordero's skills were tested to the limit in conditions varying from ho-hum to howling. But there was nothing ho-hum about Eduardo’s six bullets out of eight total races which earned him the coveted North American champion title — with the lowest point total ever for this championship — in addition to being the reigning World champion. “Slow” is a four-letter word that is not in Eduardo’s vocabulary no matter what language he’s speaking. He only knows “fast” and “faster” especially when racing against the best of the best.

With an overall fifth place finish Tom Donahue, in that best-of-the-best category, won the top Masters honor which included the first-time presentation of the George Anderson Memorial Trophy. George Anderson died the first day of the 1995 North Americans in Lewes, Delaware, after a 5K run. He ran the day he was to leave for the Lewes Yacht Club. At 61 years old, he was a Master who typified the competitive yet congenial spirit of the Sunfish class. With this new perpetual trophy, George’s wife Joy wanted all Sunfish sailors to know that beyond racing, the people he met and friends he made as well as the good times he had at Sunfish regattas meant more to him than anything. Tom Donahue’s top Masters finish embodies that spirit well.

The spirit of women sailors couldn’t be in better hands than with the top female finisher Nancy Haberland who finished eighth overall including one of the two remaining bullets not earned by Eduardo (Paul-Jon Patin won the other). Jens’ed to the max in the heavier air, only Nancy’s lack of body weight and muscle mass prevented her from finishing consistently in the top five. If Nancy ever offers a week-long Sunfish sailing camp, I’ll be the first to sign up. And you’ll have to stand in line for a junior sailing camp if Venezuelan, Hector Vidal, decides to share his sailing secrets. Sweeping the Junior North American championship title with five bullets out of six total races and ranked ninth overall in the championship fleet’s finishes, Hector proved that it pays to learn from a World champion, none other than Eduardo of course. Sailing what you think is fast until you’re passed by Hector the Downwind Bullet as though you’re caught in a weed patch can be humbling at best.

Also a humbling experience was sailing in the heavier air with 3-4 seas with unpredictable chop in between. Wednesday’s 15-25 conditions were probably the heaviest of the week with several broken boat parts and broken spirits returning to shore before the end of the day’s racing. Friday’s three back-to-back races with a brief on-the-water lunch break in 15-18 ranked second. As Steve Baldwin, returning to Sunfish racing after a 15-year absence, so aptly put it on the first day of howling winds when the Founder’s Fleet racing was reduced to one race and only two of the three races on the championship course were raced, “I now have to work harder to get my butt kicked.”

In sympathy with that part of the human anatomy that takes weeks to feel normal again after being bumped and slid over hard fiberglass after a week of racing, reducing the number of qualifying races to two on Monday and one on Tuesday leaving Tuesday afternoon as free time proved successful according to the show of backsides... er... uh... hands at the annual board meeting on Wednesday evening.

After racing three qualifying races in medium air 64 sailors, which included the top five juniors, qualified for the Championship Fleet. Fifty-three sailors, which included the 25 remaining juniors minus one who went home, sailed in the Founder’s Fleet. The top five finishers in the Founder’s Fleet were junior sailors with the Founder’s Fleet champion title going to Justin Stang who scored three bullets in the seven races sailed. Jeff Olson, Mike Geoghan, Ryan Thorvaldsen, and Susan Swenk earned bullets in the other four races.

Interspersed with all this championship racing was the competitive tension and pressure that goes with being a top competitor. You know the feeling I’m sure — sort of like worrying about missing your on-stage cue in front of a large audience with lots of family and friends watching. Jeff Linton had a three-years-in-a-row North American title to defend. Paul-Jon Patin was a former World champion sailing on his home turf. Len Ruby and Alan Scharfe were both coming back after not having raced competitively for a while. Rod Koch always coming so close to repeating his North American title. And those are only some I saw first hand. We all put pressure on ourselves for one reason or another. Heck, all I wanted to do was finish in the time limit, and that proved challenging enough in some of the races! But despite the disappointments felt in the air — having sailed to the wrong windward mark or having missed a start by as much as a minute or losing 20+ boats because you couldn’t get to the inside position at the leeward mark in time — the Sunfish camaraderie never died. There’s something special about that kind of attitude at this top level of competition.
And there's something special about the Sunfish fleet that goes beyond racing — like seeing old friends whom you haven't seen in a while. Ellie Beckwith's big smile lighted up a room. And seeing Pete Beckwith and Larry Cochran is always one of those welcome experiences. Eila Haberland's glow radiated the message that she was doing very well after her surgery last year which had us all concerned. Bill Haberland's smile only confirmed our suspicions. Lee Parks and her near famous mean green machine is still maintaining her Adopt-A-Texan-for-a-Regatta program with this Yankee/Once-Was-A-Yankee team becoming a familiar sight on the Sunfish circuit. Paul-Jon Patin, whose style as a champion, is topped only by his uniqueness in being the best kind of friend. Alan Scharfe's come-back determination to prove he could still sail a Sunfish despite a painful knee twist during one of the early races reminded us we were glad to see him after his two-year absence. Len Ruby's charm, wit, intelligence, and go-fast Buccella who proved she could carry 12 drinks on a twist during one of the early races reminded us we were all in the right place at the right time for the right reasons. But that's all part of the something special about the Sunfish fleet. That and... 

Missing old friends who couldn't make it. Jean and Don Bergman with Don not having missed a North American in 26 years, but a family wedding planned around the original date of this year's North Americans took precedence. Cindy and Charlie Clifton who couldn't race, but did drop by for a day when visiting family in the area. Linda and Dick Tillman who have been busy with new family twins and are taking advantage of their new free time now that the Windward Leg deadline doesn't affect them like it does me. Paul Odegaard who is recuperating from knee surgery. James Libl whose absence is always felt and usually means most racers move up one slot in the standings. Gordon Geick who is recovering from a stroke and is doing well at last report. Todd Gay whose top place finishes left room for someone new this year. Shapoor Guzder, one of the nicest people I know, who usually travels with his delightful children. Rich Chapman who was probably busy planning the Women's NA's scheduled for Sept. 6-8 at the Lake Bluff Yacht Club. Bob Findlay (was that the silence we heard?). Hank Saurage who is one of the fastest draws, I mean ... Sunfishers on the southwest coast. Ash Beatty who is beaming like a proud soon-to-be-poppa. Jerry Parlee who is the perfect escort for a group of Sunfish women attending a ball game. Doug Kaukeinen and Mike Fortner, our favorite school teachers, who kept us so entertained at last year's NA's in Lewes. All our Gulf coast friends — Chris Friend who promises to be back with us soon, Bishop Stieffel who has undertaken the major project of our Sunfish homepage and has done an outstanding job, Todd Edwards who leaps tall masts when he hears the sound of alligators swooshing through the waters, Dr. Gunbo aka Tommy Harris who can counsel as well as he can cook, Zane Yoder who is ... who is ... who is just plain Zane. Members from team Florida — Gail Heausler whose style as a champion, is topped only by her new realty career, Jill Feldman who has started a new job and couldn't get vacation time, Leslie Houston who just returned from a recent vacation with Chris and had to work. If I've missed anyone, I apologize. You may have been excluded in print but never in our hearts.

Not all of the notable activities took place on the water or in the minds and hearts, however. Good breakfasts and lunches, delicious dinners which included lobster one night, steak one night, chicken another, all with the famous Long Island sweet corn, good race committee work on two courses, easy registration, nice T-shirts and mugs, housing accommodations offered to many competitors, and a warm welcome from anyone we met at Sayville Yacht Club ranked in the championship class. To Paul and Pan Patin, their army of helpers, and to all the Sayville Yacht Club members and staff, thank you for going above and beyond to make this an event we won't soon forget.

And a special thank you to everyone who provided housing to Sunfish sailors which usually meant laundry hanging from every available hook, especially to Gil and Mary Ann Kelly whose warm hospitality — which included wet, sloppy kisses from Chaucer and Tonto — won't soon be forgotten.

And that's what Sunfishing is really all about. All of the above. Racing. Competition. Champions. Winning. Working hard to put on an event. Special friendships. The pressure we put on ourselves to do well. The fun we have in accomplishing the smallest victories. The ecstasy we feel when racing our best. The old friends we've made along the way. The new friends we'll look forward to seeing again. The old friends we missed this time but will catch at the next event. And the friends we'll never see again but who will always be a part of us.

We'll look forward to sailing again at Sayville Yacht Club for the 1998 Sunfish Worlds. They've pulled up anchor and left no forwarding address you say?!
Rochester Canoe Regatta was held at the Rochester Canoe Club in Rochester, NY, for the second year in a row. Thistle Nationals this year.

As far as the racing went, once Doug Kaukeinen got out of second gear there was no stopping him as he won six out of nine races. Mike Ingham closed fast on the second day to take second. (Note that Doug and Mike joined efforts to finish second in the Thistle Nationals this year.)

In the Junior division, Max Weider was first, Rich Connelly second, and Matt Playfair third.

The weather on Saturday was spectacular with clear skies, low humidity and westerly winds increasing from 10-20 knots throughout the day. For the first time, the World’s Longest Sunfish Race, which encircles Shelter Island, was incorporated into a major national regatta. The sixteen Masters’ sailors who placed seventh at this year’s NAs, was one-half point back. The competition was close as three different sailors won the four races. In addition to Donahue, Constance Miller from Lewes, DE, and Bruce Kennedy from Amaryville, Long Island, each won one race.

On Friday the rain ceased just before the noon start and four races were sailed with winds ranging from 15 to 5 knots throughout the afternoon. At the end of the day, Tom Donahue of Brigantine, NY, who placed third in the 1994 and 1995 North American Championships and fifth in this year’s NAs, stood atop the leader board having won two of the four races. Chris Houston of Ambler, PA, another nationally ranked Sunfish sailor who placed seventh at this year’s NAs, was one-half point back. The competition was close as three different sailors won the four races.

On Sunday, July 28, the races were sailed with winds 25-30 knots throughout the afternoon. At the end of the day, Chris Houston of Ambler, PA, was the overall winner of the 1996 Sunfish Masters’ National Championship with 87 points. He won four of the seven races and his highest place was third. Doug Kaukeinen, who won the first race, came in second with 90 points, and Mike Ingham finished third with 93 points.

The regatta was held at the Southold Yacht Club, Southold, Long Island, NY-Clouds and a steady rain on the first day of the 1996 Sunfish Masters’ National Championship on Friday, July 26, reduced the number of anticipated participants at Southold Yacht Club. However, the 16 sailors who did race experienced three days of outstanding competition. On Friday the rain ceased just before the noon start and four races were sailed with winds ranging from 15 to 5 knots throughout the afternoon. At the end of the day, Tom Donahue of Brigantine, NY, who placed third in the 1994 and 1995 North American Championships and fifth in this year’s NAs, stood atop the leader board having won two of the four races. Chris Houston of Ambler, PA, another nationally ranked Sunfish sailor who placed seventh at this year’s NAs, was one-half point back. The competition was close as three different sailors won the four races. In addition to Donahue, Constance Miller from Lewes, DE, and Bruce Kennedy from Amaryville, Long Island, each won one race.

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Donahue and Houston Capture Awards at Southold Yacht Club

Southold Yacht Club, Southold, Long Island, NY - Clouds and a steady rain on the first day of the 1996 Sunfish Masters’ National Championship on Friday, July 26, reduced the number of anticipated participants at Southold Yacht Club. However, the 16 sailors who did race experienced three days of outstanding competition. On Friday the rain ceased just before the noon start and four races were sailed with winds ranging from 15 to 5 knots throughout the afternoon. At the end of the day, Tom Donahue of Brigantine, NY, who placed third in the 1994 and 1995 North American Championships and fifth in this year’s NAs, stood atop the leader board having won two of the four races. Chris Houston of Ambler, PA, another nationally ranked Sunfish sailor who placed seventh at this year’s NAs, was one-half point back. The competition was close as three different sailors won the four races. In addition to Donahue, Constance Miller from Lewes, DE, and Bruce Kennedy from Amaryville, Long Island, each won one race.
Constance Miller, the first female finisher, won the Peggy Wagner Memorial Plaque. And the club welcomed back 74-year-old Fred Pati who is the only sailor to have raced in the Around Shelter Island Race all 26 years.

Since the long distance race counted as one race in the Masters series, Chris Houston moved into first place, one and three quarter points ahead of Tom Donahue. However, due to a prior commitment, Houston had to depart after Saturday’s race leaving Kennedy and Abbene with the best chances to catch Donahue.

Sunday was another beautiful day, but there was absolutely no wind when racing was to commence at 10:30 a.m. About an hour later a 5-6 knot breeze filled in from the south. A start took place but the wind disappeared after three legs of the course, and the race was shortened to finish at the leeward mark. After the lunch break, however, and one more race in light southerly airs, the wind finally shifted to the southwest and two sensational Olympic courses were sailed in 10-12 knot breezes. At the end of the regatta, the new 1996 Sunfish Masters’ National Champion was Tom Donahue who captured five of the nine races sailed. Awards were given to the top ten sailors.

Unfortunately, one night during the regatta, vandals stole Tom Donahue’s boat and Sunfish dolly and Dick Heinl’s trailer off the beach and then climbed over the fence into Southold Yacht Club’s locked storage area and made off with a huge six-foot wide inflated orange buoy. The trailer was subsequently found hidden in high beach grass on the nearby public beach, and Donahue’s boat and trailer were discovered a week later, still lashed together, floating in marsh grass in a nearby creek. Tom Donahue was extremely gracious about the entire incident and won the Masters’ National Championship in a boat borrowed from Southold Yacht Club junior sailor Bart Hale.

1996 Sunfish Masters National Championship
(9 Races/One Throwout)

<table>
<thead>
<tr>
<th>Place</th>
<th>Name</th>
<th>Location</th>
<th>Score</th>
<th>Throwout</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>Tom Donahue</td>
<td>Brigantine, NJ</td>
<td>12.75</td>
<td>1-1-6-4-3-1-1-2-1</td>
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<tr>
<td>2</td>
<td>Bruce Kennedy</td>
<td>Amityville, NY</td>
<td>29.75</td>
<td>5-3-7-1-2-3-2-7-7</td>
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<tr>
<td>3</td>
<td>Dick Heinl</td>
<td>Syosset, NY</td>
<td>33.75</td>
<td>9-8-2-6-6-6-3-1-2</td>
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<tr>
<td>4</td>
<td>Dick Abbene</td>
<td>Oyster Bay, NY</td>
<td>40</td>
<td>4-7-3-2-4-7-4-9-12</td>
</tr>
<tr>
<td>5</td>
<td>Phil Marriner</td>
<td>Mattituck, NY</td>
<td>46</td>
<td>7-4-10-7-dns-2-6-4-6</td>
</tr>
<tr>
<td>6</td>
<td>Constance Miller</td>
<td>Lewes, DE</td>
<td>52.75</td>
<td>8-10-1-9-8-11-8-5-4</td>
</tr>
<tr>
<td>7</td>
<td>Don Echevarria</td>
<td>Avalon, NJ</td>
<td>61</td>
<td>3-5-15-10-7-9-5-13-8</td>
</tr>
<tr>
<td>8</td>
<td>Chris Houston</td>
<td>Amherst, PA</td>
<td>66.75</td>
<td>2-2-5-3-1-dns-dns-dns-dns</td>
</tr>
<tr>
<td>9</td>
<td>John McGrane</td>
<td>Bayville, NY</td>
<td>68</td>
<td>14-5-13-8-10-4-11-6-11</td>
</tr>
<tr>
<td>10</td>
<td>Mark Hutchinson</td>
<td>Syosset, NY</td>
<td>69</td>
<td>12-9-9-11-5-14-9-11-3</td>
</tr>
<tr>
<td>11</td>
<td>Keith Lyman</td>
<td>E. Marion, NY</td>
<td>73</td>
<td>6-12-8-12-12-5-13-8-10</td>
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<tr>
<td>12</td>
<td>Barbel Polansky</td>
<td>Oyster Bay, NY</td>
<td>76</td>
<td>13-13-4-5-13-10-12-10-9</td>
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<tr>
<td>13</td>
<td>Gerhart Menzel</td>
<td>Simsbury, CT</td>
<td>86</td>
<td>dns-dns-dns-dns-9-8-7-3-5</td>
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<tr>
<td>14</td>
<td>Norton Hutchinson</td>
<td>Oyster Bay, NY</td>
<td>95</td>
<td>10-11-14-15-11-12-10-14-13</td>
</tr>
</tbody>
</table>

Winners – (L to R) Phil Marriner 5th, Richard Abbene 4th, Don Echevarria 7th, Champion Tom Donahue, Bruce Kennedy 2nd, Mark Hutchinson 10th (Back Row) Dick Heinl 3rd, John McGrane 9th, Constance Miller 6th, Missing was Chris Houston 8th.
April Fools at the April Fool's Regatta

Eric Johnson
Sea Cliff Yacht Club, Sea Cliff, NY — This year's April Fool's Regatta at Sea Cliff YC had the wind playing the jokes. After a very harsh winter, the hard core came out to a bright warm spring day on March 30th. A light westerly drifted in after a 45 minute postponement to start the first race in 3-5 knots. Class President Brian Weeks duked it out through the holes with Malcolm Dickinson and Luke Buxton up the weather leg to just round first. Malcolm caught a puff to slide over Brian and rode it out, as the wind died, to an unbeatable lead. The fleet then drifted around for 15 minutes as the wind kept trying to find its way back down to the cold water. Jack Williams organized an unofficial sit down race, where everyone had to sit in the cockpit with their legs on the deck and drift a windward-leeward. Brian Weeks started 2 minutes late and finished first quickly followed by Membership Chairman Jim Koehler. After another delay the wind came back for the second race. The fleet gunned the start and the Race Committee called 6 boats as over early. Pandemonium ruled as the last became first and the first had to restart. At the weather mark Anne Kochendorfer rounded first followed by Malcolm and Brian. And then a miracle happened. Brian got his own personal puff that let him sail below and ahead of Anne and Malcolm for his own unbeatable lead and the wind died again. The fleet returned to the beach and, 2 minutes later, the wind came back up solid across the bay and lured three boats back out. Then shut down again and let them practice their sculling against the tide. Back at the club the fleet enjoyed Trudy Dawson's chili and the RC’s inability to break the tie for first place. In true April Fool's tradition, both Brian and Malcolm were awarded first place trophies made by Vicki Johnson.

1 Brian Weeks 2-1 2.75
1 Malcolm Dickinson 1-2 2.75
3 Anne Kochendorfer 3-4 7
4 Luke Buxton 5-3 8
5 Brad Dunn 6-5 11
6 Jack Williams 4-8 12
7 Ron Saccado 7-6 13
8 Doug Schuler 8-7 15
9 Jim Koehler DNS-9 20
10 Rob Bachner DNS-10 21

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Drew Buttner Wins at Bolton Lake

Steve Langford

Bolton Lake Sailing Club, Bolton, CT (May 19, 1996) — The 28th annual regatta of the Bolton Lake Sailing Club was held on Bolton Lake, Bolton, CT. The forecast for the day of 10-20 mph winds caused eager anticipation on the part of the 15 skippers who brought their Sunfishes. Unfortunately, the reality turned out to be 0-5, with some boats totally stopped from time to time. The group was divided into a Red Fleet, consisting of boats with more competitive skippers and equipment, and a Blue Fleet, consisting of boats with less competitive skippers and/or equipment. Assignment to each fleet was at the discretion of the skipper.

In spite of the light conditions, three races were held. Drew Buttner was the champion drifter, edging out Malcolm Dickenson by 1/4 point for first place in the Red Fleet.

Pete Van Dine was the clear winner in the Blue Fleet.

Red Fleet

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Points</th>
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<tbody>
<tr>
<td>Drew Buttner</td>
<td>Plymouth, MA</td>
<td>4.5</td>
</tr>
<tr>
<td>Malcolm Dickenson</td>
<td>Pelham, NY</td>
<td>4.75</td>
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<tr>
<td>Ken Charles</td>
<td>Manchester, CT</td>
<td>12</td>
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<tr>
<td>Gerhart Menzel</td>
<td>Simsbury, CT</td>
<td>18</td>
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<tr>
<td>David Eddy</td>
<td>Coventry, CT</td>
<td>19</td>
</tr>
<tr>
<td>Steve Langford</td>
<td>S. Windsor, CT</td>
<td>22</td>
</tr>
<tr>
<td>Rapid Buttner</td>
<td>Plymouth, MA</td>
<td>24</td>
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<tr>
<td>Jim Crink</td>
<td>Darien, CT</td>
<td>26</td>
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<tr>
<td>Lee Parks</td>
<td>Newport, RI</td>
<td>33</td>
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<tr>
<td>Pete Beckwith</td>
<td>Wayland, MA</td>
<td>34</td>
</tr>
<tr>
<td>Dan Goddard</td>
<td>Bolton, MA</td>
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Blue Fleet

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<tr>
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<tr>
<td>Pete Van Dine</td>
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<td>Peter Barnicle</td>
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<tr>
<td>Mary Charles</td>
<td>Manchester, CT</td>
<td>37</td>
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<tr>
<td>Ernie Morris</td>
<td>Willington, CT</td>
<td>39</td>
</tr>
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</table>

**SUNFISH INVITATIONAL REGATTA**

Carol Tierney

Falmouth Yacht Club, Falmouth, MA — The Falmouth Yacht Club hosted this year's 1996 Sunfish Invitational Regatta, a Worlds' qualifier, on July 6-7. Saturday's strong breeze, wished for in last year's regatta, materialized because someone wasn't careful about what they wished for. The winds, gusting to 30 mph, forced the competitors ashore after two races. The wind and current were acting as fearsome opponents making racing difficult if not impossible. The 15 competitors — from NY, CT, RI, and Mass. — spent the rest of the afternoon repairing equipment and then had dinner on the Falmouth Yacht Club afterdeck. Sunday proved to be a better racing day with good breezes, flatter seas, and clear skies. Bill Brangiforte, from Weymouth, MA, built on two 4th place finishes from Saturday and finished with two bullets to win the regatta. Right behind him was Ken Mockridge from Center Moriches, NY, by just 1.25 points. Last year's winner, Len Ruby from Chestnut Hill, MA, placed 3rd. The 4th place trophy went to John Skrzypiec from Newport, RI. And 5th place went to Drew Buttner from Plymouth, MA. Allen Buttner from Plymouth, MA, received the Corinthian Award for equally high levels of competitiveness and courteousness.

1. Bill Brangiforte (Weymouth, MA) 8.5
2. Ken Mockridge (Center Moriches, NY) 9.75
3. Len Ruby (Chesnut Hill, MA) 11
4. John Skrzypiec (Newport, RI) 12.75
5. Drew Buttner (Plymouth, MA) 16.75
6. Malcolm Dickenson (Pelham, NY) 20
7. Larry Cochran (Manchester, CT) 33
8. Allen Buttner (Plymouth, MA) 33
9. Peter Barnes (Wellesley, MA) 35
10. "Rapid" Buttner (Plymouth, MA) 36
11. Gerhart Menzel (Simsbury, CT) 40
12. John Camera (Duxbury, MA) 43
13. Paul Odegard (Vernon, CT) 44
14. Pete Beckwith (Wayland, MA) 48
15. Martin Rich (Somerset, MA) 59

**SUNFISH REGIONALS AT BARRINGTON YACHT CLUB**

Barrington, Rhode Island
June 8-9, 1996

1. Buttn er, Drew (#60085) 5-1-3-2-8-1-1-T-1 21
2. Cotrell, Matt (#77513) 2-5-2-T-3-4-4-1-2 22.75
3. Pascalides, TJ (#76359) 1-6-6-5-5-4-T-1-3 30.5
4. Jackson, Derek (#43916) 3-T-1-6-4-3-3-8-8 35.75
5. Karnovsky, Doug (#76494) 4-11-11-1-6-7-7-4-5 48.75
6. Condon, John (#77173) 7-4-9-3-2-5-9-10-T 49
7. Parks, Lee (#5785) T-8-2-8-7-10-6-6-7 54
8. Charles, Ken (#60808) 12-2-12-9-2-8-T-3-9 57
9. Odegard, Paul (#27777) 2-10-10-7-11-6-8-7-T 61
10. Beckwith, Peter (#12417) 6-5-7-12-T-12-7-9-4 62
11. Menzel, Gerhart (#34183) 11-7-13-T-10-11-5-13-6 76
12. Hopkins, Ian (#77230) 14-T-14-13-12-13-2-12 84
14. Charles, Mary (#73397) 8-12-8-10-T-15-15-12-10 90

**WEQUAQUET LAKE YACHT CLUB ANNUAL SUNFISH REGATTA**

Don Stucke

Wequassett Yacht Club, Centerville, Cape Cod, MA — Forecasts of thunderstorms and high winds for the weekend kept some sailors home, but the brave and hearty came to Wequassett Lake in Centerville, MA, for the Annual Sunfish Regatta held July 20-21. The rain and thunderstorms held off, but not the winds. Both days brought northwest winds of 25-30 mph with gusts 35-40 mph and shifts of up to 90 degrees. Seven races were run over the weekend with no real mishaps or serious breakdowns. The dance Saturday night was a real success and the fruit, cheese, and crackers after the afternoon racing allowed for good camaraderie among participants. Trophies were awarded and everyone was on their way home by mid-afternoon on Sunday.

Senior Singles

<table>
<thead>
<tr>
<th>Name</th>
<th>Location</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drew Buttner</td>
<td>Plymouth, MA</td>
<td>11-25</td>
</tr>
<tr>
<td>Bill Brangiforte</td>
<td>Weymouth, MA</td>
<td>14.50</td>
</tr>
<tr>
<td>Malcolm Dickenson</td>
<td>Pelham, NY</td>
<td>14.75</td>
</tr>
<tr>
<td>Drew Stanilar</td>
<td>Brewster, MA</td>
<td>28</td>
</tr>
<tr>
<td>Len Ruby</td>
<td>Chestnut Hill, MA</td>
<td>32</td>
</tr>
</tbody>
</table>

**Juniors**

1. Caitlin Sweeney, Centerville, MA
2. Meredith Butler & Kathryn Norton, Centerville, MA
3. Michael Butler & Paul MacDonald, Centerville, MA
4. Ashley Sprinkle & Kim Sullivan, Centerville, MA

**Junior Doubles**

1. Jeff Tivey & Will Slater, Centerville, MA
2. Meredith Butler & Kathryn Norton, Centerville, MA
3. Michael Butler & Paul MacDonald, Centerville, MA
4. Ashley Sprinkle & Kim Sullivan, Centerville, MA
BLACKWATER YACHT RACING ASSOCIATION HOSTS FIRST SUNFISH REGatta

Pelican Point Yacht Club, Union Hall, VA — The Blackwater Yacht Racing Association held its first Sunfish Regatta June 1-2 at Pelican Point Yacht Club, Smith Mountain Lake in Union Hall, VA.

Fleet #686 was newly formed by a few keel boaters to see if they could "do it" by themselves. With wind conditions light and variable on Saturday, the race committee did an excellent job of moving the course around to adjust for the wind. Everyone enjoyed a southern barbecue with all the fixings Saturday night thanks to Butch Meredith and Luann Nolley. Wind conditions were excellent for Sunday's two races.

Tom Hardy secured his first place standing after Saturday's race, and then clinched his victory with a 1st in race #4 on Sunday. Bill Cox scrambled on Sunday to take 2nd place. The newcomer, Glenn Clibome, took 3rd place honors after sailing his new boat for only a week. The Sunfish Fleet #686 wishes to thank Pelican Point Yacht Club for the use of their excellent facilities.

Winners -- (L to R) Glen Clibome 2nd, Tom Hardy 1st, Bill Cox 3rd
The 1996 Sunfish Southeast Regional Championship was held at the Carolina Yacht Club, Wrightsville Beach, NC, on June 22-23. The 27 racers competed in two races on Saturday and one on Sunday just south of Masonboro Inlet. The wind was light on both days and made sailing out to the race course against the incoming tide difficult. Towing assistance was needed for some to make it to the start line on time. A hamburger cookout followed the races on Saturday night and was enjoyed by all who attended. In spite of some confusion on Sunday concerning the starting time, the race committee was able to get the race off in time in order to complete the series and have the out-of-town sailors on their way at a respectable hour.

Kenny Krawcheck from Charleston, SC, took 1st place followed by James Ewing of Charleston. Third place winner was Dana Berry from Wrightsville Beach who also happened to be the top local finisher. Fourth place went to Tony Elliott from Ft. Lauderdale, FL, who was also the Top Master. Fifth place was won by John Fragakis from Winston Salem, NC. The top finishing junior and 6th place winner was Matt Swann from Charleston. The top female finisher was Benton Whitesides from Wrightsville Beach. The race committee, headed by Bob Martin, was commended for their punctual starts, square lines, and windward mark positioning. A perpetual trophy was donated anonymously for this inaugural regatta in the new Sunfish district. The Carolina Yacht Club wishes to thank all of the out-of-town sailors who came to enjoy our facilities, and we look forward to seeing you at future events.

<table>
<thead>
<tr>
<th>Place</th>
<th>Name</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Krawcheck, Ken</td>
<td>5.75</td>
</tr>
<tr>
<td>2</td>
<td>Ewing, Jamie</td>
<td>5.75</td>
</tr>
<tr>
<td>3</td>
<td>Berry, Dana</td>
<td>5.75</td>
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<tr>
<td>4</td>
<td>Elliott, Tom</td>
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<tr>
<td>5</td>
<td>Fragakis, John</td>
<td>5.75</td>
</tr>
<tr>
<td>6</td>
<td>Swann, Matt</td>
<td>5.75</td>
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<tr>
<td>7</td>
<td>Brake, Joe</td>
<td>5.75</td>
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<td>8</td>
<td>Brampton, H.</td>
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</tr>
<tr>
<td>9</td>
<td>Geer, Gene</td>
<td>5.75</td>
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<tr>
<td>10</td>
<td>Hassinger, Stan</td>
<td>5.75</td>
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<tr>
<td>11</td>
<td>Southerland, Mickey</td>
<td>5.75</td>
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<tr>
<td>12</td>
<td>Fisher, Don</td>
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<tr>
<td>13</td>
<td>Odell, Ted</td>
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<td>14</td>
<td>Nowell, Ed</td>
<td>5.75</td>
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<tr>
<td>15</td>
<td>Hassinger, Peyton</td>
<td>5.75</td>
</tr>
<tr>
<td>16</td>
<td>Whitesides, B.</td>
<td>5.75</td>
</tr>
<tr>
<td>17</td>
<td>Hachmeister, G.</td>
<td>5.75</td>
</tr>
<tr>
<td>18</td>
<td>Broderick, J.</td>
<td>5.75</td>
</tr>
<tr>
<td>19</td>
<td>Whitesides, Benton</td>
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<tr>
<td>20</td>
<td>Overman, Robert</td>
<td>5.75</td>
</tr>
<tr>
<td>21</td>
<td>Ratley, Warren</td>
<td>5.75</td>
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<tr>
<td>22</td>
<td>Dane, Court</td>
<td>5.75</td>
</tr>
<tr>
<td>23</td>
<td>Dane, Matt</td>
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<tr>
<td>24</td>
<td>Freeman, Jere</td>
<td>5.75</td>
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<tr>
<td>25</td>
<td>Miars, George</td>
<td>5.75</td>
</tr>
<tr>
<td>26</td>
<td>Townsend, J.</td>
<td>5.75</td>
</tr>
<tr>
<td>27</td>
<td>Nussbaum, N.</td>
<td>5.75</td>
</tr>
</tbody>
</table>

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Ideal for launching, moving, and storing your boat!

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GuLF COAsT
REGIONALS

Vicki Palmer

Buccaneer Yacht Club, Mobile, AL (May 18-19, 1996) - Thirty-two boats, typical 12-18 brisk bay breezes, and sailors from as far away as Texas and Florida were a winning combination for good racing, story swapping, and midnight dunks of Sunfishers as alligator bait. Todd Edwards performed a record-breaking leap from water to shore when he spotted suspicious movement in the deep, dark waters. (And it was confirmed that an alligator considers this small launching bay home.)

But with Donny Brennan at the regatta helm, friendly help, good fun, and excellent racing were made to look easy and natural. The race committee went above and beyond good race committee work by providing bikini-clad beauties to distract ... er uh ... help. And the brisk bay breezes with chop presented challenges to even the most experienced ocean racers - like Jeff Linton, Ash Beatty, Todd Mr. Alligator Edwards, Hank Sau errone, and Paul-Jon Patin who removed places one through five as possible finishes for anyone else. To the inland lake sailors, just finishing the race in one piece was a challenge. But to a former Worlds champion like Paul-Jon, who was later diagnosed as having a bad case of bronchitis, sailing while doubled over and feeling awfully sick was just another regatta, one in which he had hoped to finish with a higher standing. Champions are like that, you know. And champions are like all the Buccaneer Yacht Club members who helped put on a really good show.

Top Woman  Top Master  Top Junior

Micki Gramm   Tommy Meric   Alan Uram

Micki Gramm   Jeff Linton
Ash Beatty    Todd Edwards
Hank Sauinger  Paul-Jon Patin
Bishop Stufcell  Zane Yoder
Ellis Ollinger  Rod Koch
Alan Uram    Chris Friend
Gilly Chamberlain  Tommy Meric
Dave Clement  Clinton Edwards
Peter Sladovich  Johnny Potts
Micki Gramm  Kippy Chamberlain
Peter Kahle  Paul Strauley
Leslie Kelly  John Murray
Trin Ollinger  Vic Manning
Pat Manning  Melissa Warren
Vicki Palmer  Mindy Katz
Alvin Edwards  Alva Carbonette
Jackie Gorski

Top Women's Finish:

1. Micki Gramm  30.50
2. Tommy Meric  30
3. Alan Uram  29.75
4. Jeff Linton  29
5. Todd Edwards  28.75
6. Hank Sauinger  28.50
7. Paul-Jon Patin  28
8. Bishop Stufcell  27.75
9. Zane Yoder  27.50
10. Ellis Ollinger  27
11. Rod Koch  26.75
12. Alan Uram  26.50
13. Chris Friend  26
14. Gilly Chamberlain  25.75
15. Tommy Meric  25.50
16. Dave Clement  25
17. Clinton Edwards  24.75
18. Peter Sladovich  24.50
19. Johnny Potts  24
20. Micki Gramm  23.75
21. Kippy Chamberlain  23.50
22. Peter Kahle  23
23. Paul Strauley  22.75
24. Leslie Kelly  22.50
25. John Murray  22
26. Trin Ollinger  21.75
27. Vic Manning  21.50
28. Pat Manning  21.25
29. Melissa Warren  21
30. Vicki Palmer  20.75
31. Mindy Katz  20.50
32. Alvin Edwards  20
33. Alva Carbonette  19.75
34. Jackie Gorski  19.50

MT. DORA REGATTA

Eila Haberland

Central Florida — Thirty-three Sunfish competed in the Mt. Dora Regatta on April 27-28 in mostly typical central Florida's light and shiftly breezes. The winds in the last race picked up to a nice 10-12 knots. Despite not winning one race, Joe Blouin showed that consistency is the key to winning a regatta. Mindy Katz raced consistently well enough to place 2nd. And last year's winner Mike Catalano finished 3rd.

1. Blouin, Joe  3-3-3-4-2  15
2. Katz, Mindy  9-1-4-2-4  19.75
3. Catalano, Mike  4-9-1-5-3  21.75
4. Haberland, Bill  2-5-11-8-1  26.75
5. Spray, John  5-7-15-1-10  37.75
6. Van, Diggis  16-4-2-9-11  42
7. Callahan, Jerry  6-11-10-14-5  46
8. Branning, Charles  7-12-14-11-7  51
9. Eric Ericson  17-2-5-16-14  54
10. Montanari, John  8-8-16-10-12  54

FREE Mainsheet Hangers with boat cover order!
1997 SUNFISH MID-WINTERS AND MASTERS SCHEDULE

March 6-9, 1997 — Mid-Winters — Miami Yacht Club,
Watson Island, Miami, FL

Thursday, Mar. 6  Team races only in front of the club (3-boat teams).
               This is separate from the Mid-Winters.
               Evening registration and check-in for Mid-Winters.
Friday, Mar. 7  Registration in morning for Mid-Winters.
               First race at 1:00 p.m. on large "Miramar" course
               north of Venetian causeway.
               Lunch for all sailors all three days.
               We'll sail or tow boats to start.
               Leave beach by 12 noon.
               After race beer party at MYC. Food available.
Saturday, March 8  First race at 10:00 a.m.
               Lunch at island.
               Race all day.
               7:00 p.m. party at Mike Catalano's house. "Boat" races in the pool;
               "build" your own boat and race it. Details later.
Sunday, March 9  First race at 9:30 a.m.
               Late lunch at the club.
               Awards by 3 p.m.

Typical Weather — 70's and warm water unless a front
comes through.

Accommodations — Call. We'll set up places to stay.
               Camping available.

For further information, contact:

Michael A. Catalano, Regatta Chairperson
1411 N.W. North River Drive
Miami, FL 33125
305-325-9818 (office/home)
305-325-0331 (fax)
On American On-Line: Sunfish Cat

Peggy Seeley, Co-Chairperson
305-758-4995
On American On-Line: PeggyKarl

March 14-16, 1997 — Masters — Davis Island Yacht Club, Tampa, FL

More details will be available in the next issue.

Bob Findlay started out the regatta going very slow as his boat was filling up with
water. Several spectators helped Bob haul his boat out of the water and a split keelson
was revealed. Rumor has it Bob's son Jay had been jumping off of the garage roof
onto the upside down Sunfish which had a bottom cover that made it a very good
trampoline.

James Liebl capsized several times due to his extreme roll tacks.

It was great to visit with our sailing friends during lunch and awards presentation.
Plan on joining in the fun at the Fall Great Pumpkin Regatta on Johnson's Slough
October 26, 1996.

JAMES LIEBL WINS ICE BREAKER
REGATTA

Tom Katterheinrich
Johnson's Slough, IL (May 4, 1996) — James Liebl
edged out Rich Chapman and Bob Findlay on the
Johnson's Slough at Hinsdale, IL, a western suburb
of Chicago, IL. The sky turned sunny as the day
progressed. The winds were 10-15 mph from the
east.

1 Liebl, James  2 Chapman, Rich  3 Findlay, Bob  4 Katterheinrich, T.
5 Haufe, Dave  6 Guzder, Shapoor  7 Anderson, David  8 Feldman, Jill
9 Wightman, Jim  Chicago, IL  3-1-2-4-2-1  8.5
Libertyville, IL  1-2-3-1-3-3  9.5
Glencoe, IL  df-5-1-2-1-2  10
New Knoxville, OH  2-4-6-3-5-5  19
Hinsdale, IL  4-6-4-5-8-6  25
Deerfield, IL  6-3-5-7-4-7  25
Hinsdale, IL  5-9-7-6-6-8  32
Highland Park, IL  7-7-8-8-7-4  33
Naperville, IL

22
Lake Lansing Sunfish Regatta

Lake Lansing Sailing Club, Lake Lansing, MI (May 11, 1996)
The Lake Lansing Sailing Club held their first annual Sunfish regatta. The air temperature was about 38-degrees during the skippers' meeting which resulted in some skippers deciding to sit this one out. Denny White sailed strong in every race to win this regatta. Wolf Lake Yacht Club had the largest showing as they arrived in a caravan. After four races the sailors drove to Jim Fletcher's home for drinks, pizza, and awards.

1. White, Danny
   2. Bergman, Don
   3. Katterheinrich, T.
   4. Daniels, Dave
   5. Fletcher, Jim
   6. Vogel, Paul
   7. Wallace, Scott
   8. Lowstuter, Bruce
   9. Chatters, Chris
   10. Becker, Alan
   11. Dudley, Dennis
   12. Rogers, Rex
   13. Harrington, Paul
   14. Butchart, Chuck

Fun-in-the-Sunfish Regatta

Indian Lake Yacht Club, Russel's Point, OH (June 29-30, 1996)
Indian Lake Yacht Club hosted their annual Sunfish Regatta. The race committee of Tom Anderson and Carl Berger ran five races on modified Olympic courses. Each race was about an hour long, but the first five boats were only separated by a few feet. The winds were in the 15-20 mph range which made for a very fun weekend of sailing.

Senior Division
1. Liebl, James
   2. Feldman, Dan
   3. Scriver, Mike
   4. White, Danny
   5. Katterheinrich, T.
   6. Volkert, Joe
   7. Liang, Greg
   8. Timmermeister, J.
   9. Creamer, Bridget
   10. Holder, Lynn

Junior Division
1. Tomesek, Lauren
   2. Ellifritz, Charity
   3. Gruber, Sara
   4. White, Aaron

WYC_hosts_Sunfish_Midwest_Regional

Winnetka Yacht Club, Winnetka, IL — Winnetka Yacht Club (WYC) played host July 20-21 for the Sunfish Midwest Regionals. In early spring when the schedule looked like the Sunfish North Americans would be held in mid-July, I had asked several fleets to move their regatta dates to a different time. Later it was announced that the NAs would be in late August. This move changed everything! I then hoped WYC could use their Super Sail Regatta to also be our Sunfish Midwest Regional. WYC would have to move their date up one week so as not to conflict with another regatta. WYC then asked the other four classes involved with the Super Sail Regatta if they could move their regatta dates. In the end it all worked out.

1. James Liebl
   2. Rich Chapman
   3. Chris Lowrie
   4. Danny White
   5. Shapoor Gudrner
   6. Paul Riegel
   7. Danny Whelan
   8. Dave Brode
   9. T. Katterheinrich
   10. John Chiloe
   11. Leland Brode
   12. Russ Harris
   13. John Sheppard
   14. Joe Steyer
   15. Ted Lott
   16. Bill Feldman
   17. Brad Downen

20th Annual Metro Detroit Regatta

Stoney Creek Metro Park, MI (June 1, 1996)
The Sunfish class was one of three classes racing at Stoney Creek Metro Park located northeast of Detroit. The wind changed back and forth from the east and south which made for challenging conditions. Some fast planing on the reaches and between starts was a lot of fun. Remarks were overheard about the competitive starts and the close racing at this regatta.

Demonstrations were given on how to tie the different ways of the Jens rig.

1. Beadle, Kirk
   2. Katterheinrich, Tom
   3. Scriver, Mike
   4. Hubel, Bruce
   5. Weber, Anne
   6. Becker, Alan

Ray Steely wins Perrysburg Invitational Regatta

Perrysburg Boat Club, Toledo, OH — On the Maumee River six miles west of Toledo, OH, on June 8-9, the Perrysburg Boat Club hosted their Invitational. Saturday's racing was delayed until after lunch when the wind filled in from the east. The river had a strong current which made for fast weather legs. The racing was very close with the top three finishers overlapped in each of the five races held Saturday.

Sunday morning the river had risen a foot or more due to the heavy rains overnight. Shortly after the start, the wind died. On the second leg, the wind was behind the boats which were running against the current. It took about an hour to get to that mark. Everyone had the lead at one time or another. Mercifully the race was shortened.

1. Steely, Ray
   2. Katterheinrich, Tom
   3. Riddle, Bill
   4. Santchi, Justin
   5. Hengen, Don
   6. Alexander, Ken
   7. Grosskopf, Debbie
   8. Ritter, Dick
   9. Carr, Adam

Winnetka Yacht Club (cont’d)

When the sailors arrived Saturday morning, they were greeted by rolls, coffee, and very high surf which was left-over waves from Friday's northeaster. The waves had torn apart the new dock with the 5-year warranty. The boat ramp was now too dangerous to use, and WYC had to find a safe launch area for the rest of the sailors had to make several attempts to get off of the beach. We were able to get several races in Saturday with James Liebl showing the way. The sailing was challenging as the sailors had to contend with medium air and steep waves, with some very fast surfing on the runs. Sunday morning had similar racing conditions and, again, James Liebl proved unstoppable. Paul Riegel was the top junior finisher.

1. James Liebl
   2. Rich Chapman
   3. Chris Lowrie
   4. Danny White
   5. Shapoor Gudrner
   6. Paul Riegel
   7. Danny Whelan
   8. Dave Brode
   9. T. Katterheinrich
   10. John Chiloe
   11. Leland Brode
   12. Russ Harris
   13. John Sheppard
   14. Joe Steyer
   15. Ted Lott
   16. Bill Feldman
   17. Brad Downen
something to see. Especially out here in the fundamentalist midwest where the Republican Party celebrates its conservative birth a mere 15 miles away from our windless lake.

After an evening of activities which included go-cating in the shadow of Michigan International Speedway most sailors were ready for a good day of racing on Sunday.

At the shortest skippers’ meeting in history we agreed that we would try to squeeze in four more races, not starting the last one after 2 p.m. The wind was out of the Southeast, blowing at less than 10 mph. But at least it was blowing. This felt like a tornado compared to the doldrums of yesterday! We hurried down to put the boats in the water, and off we went.

Well, with a combination of luck, good timing, and grim determination on the part of the race committee, we sailed four races Sunday morning. The duration of the longest was 54 minutes and the shortest was only 16 minutes. The last race started at 1:51 p.m. That took the resolution of one of the best race committees in the midwest, and we are sure happy to have them here!

James Liebl, who won the first race, wound up winning the regatta. Chris Lowrie and Rich Chapman from Lake Bluff, Illinois, were second and third respectively. There were two positions to be awarded from this Regional and, with both of them going to a club that had not seen our part of Michigan before, I really think we'll see them back.

Open Regatta Results

1. James Liebl Chicago, IL 17.25 1-8-1-7-1
2. Chris Lowrie Lake Bluff, IL 18.75 10-1-2-2-4
3. Rich Chapman Lake Bluff, IL 28 4-5-4-12-3
4. Don Bergman Holland, MI 38 9-4-6-11-8
5. Dan Feldman Highland Park, IL 38 3-12-8-6-9
6. Tom Katterheinrich New Knoxville, OH 38.75 7-15-14-1-2
7. Danny White Highland Park, IL 42 17-2-10-3-10
8. Ron McHenry Cortland, OH 42 16-3-3-4-16
10. Michael Sleva Waterford, MI 53 18-7-11-10-7
11. Jeremy Zeigler Chelsea, MI 54 20-10-5-1-6
12. Alan-Buck E. Lansing, MI 67 8-17-12-18-12
13. David Brode Lake Bluff, IL 69 14-6-21-15-13
15. Jill Feldman Highland Park, IL 70 6-11-16-16-21
16. Andy Zeigler Chelsea, MI 71 5-18-9-20-19
17. Paul Kiegle Lake Bluff, IL 72 dnf-13-7-8-14
18. Paul May Lake Bluff, IL 82 11-14-18-22-17
19. Anne Storer Clarkston, MI 85 24-19-17-14-11
20. Daniel Yamamoto Hollard, MI 94 12-22-23-17-20
23. Chris Chatters Jackson, MI 109 19-21-22-24-23
26. Reed Lowden Jackson, MI 125 26-27-20-23-29
27. Cliff Austin Jackson, MI 131 25-28-26-28-24
28. Nathan Zeigler Chelsea, MI 137 27-29-29-25-27
29. Michael Kelly Jackson, MI 137 28-24-28-29-28

Changes in Latitude Regatta

1. Duff, Tommy Corpus Christi, TX 3-5-1-1-2-1 7.25
2. McKenna, Nick Austin, TX 1-1-3-5-1-5 10.25
3. Stairs, Phillip Austin, TX 2-2-2-4-5-3 13
4. Johnson, Stephen Corpus Christi, TX 5-3-4-2-3-2 14
5. Patnovic, Martha Lakewood, TX 4-6-5-3-6-6 24
6. Bowden, John Austin, TX 6-4-6-4-4 29
7. D’Errico, Lacy San Antonio, TX 8-8-8-8-4-4 32

TSA Jr. Circuit

 Corpus Christi, TX (June 15-16, 1996) — Excellent regatta. Light winds in the morning with smooth seas to heavy winds (20 knots) in the afternoon with very choppy conditions. Youth sailors were learning boat handling and tactical skills in differing conditions.
A TYPICAL WEDNESDAY NIGHT IN AUSTIN

Cynthia Caso, Fleet Captain
Sunfish Fleet 70

Austin Yacht Club, Austin, TX — Every Wednesday night from May to September addicted Sunfish sailors converge on Lake Travis at the Austin Yacht Club for a 6 p.m. start whistle. What began as a small group of people wanting to get together, sail, and party, has now turned into a large group of people who consistently get together, sail, and party. Originally, to be a member of this elite group, your age and waistline had to equal or exceed the magic number of “70” (as in inches). Hence, we became Sunfish Fleet 70. So, that’s who we are. This is what we do. Every Wednesday night a chase boat sets some marks and starts a 3-minute whistle sequence at 6 p.m. We try to get as many races in before the sun sets behind the bigger bumps in our surrounding landscape known as hills. Yes, parts of Austin are included in Texas’ famous Hill Country. Not all of Texas is flat. We average 4-5 races per night and 27 boats on the start line each week. Yes, each week! I know some Sunfishers who have to go to out-of-town regattas to get this kind of participation, and we get it every Wednesday night! We’re Texans who are expected to brag a little, so excuse the boasting. But we can’t help but be proud of our typical Wednesday night statistics.

As of August 7 we have run 69 races. By the end of September we anticipate having sailed a total of 100 races. Our fleet consists of 75 paid members and of that number we have 53 active racers. Of the 53 racers, 20 are women and 33 are the other sex — you know, men. After racing we meet at the clubhouse and share “fishing” tales while quenching our thirst with the drinks of our choice. Most Texans don’t “do” iced tea with a straw by the way. But we can guzzle anything straight from a can with the best of ‘em. To avoid that “drinking our dinner” syndrome, everyone usually contributes munched of some sort.

The third Wednesday of the month has been declared our championship night. A racer’s top 15 races are counted and, from that number, we determine the Sunfish Fleet 70 champion. On the last Wednesday night of the month we have a fleet cookout. Everyone brings food, and we pretty much do the “eat, drink, and be merry” thing even sometimes forgetting that it’s a “school night” for most of us who have to get up in the morning.

We publish a bi-monthly newsletter which is mailed to all our fleet members as well as publish a fleet article in the Austin Yacht Club’s bi-monthly magazine. The newsletter also appears on AYC’s homepage, http://www.bga.com/~dkem/aoc/news/sunfish/sun_0796.html, which is also linked to the national Sunfish homepage. So check out what we’ve been doing.

We’re proud of what we have here in Austin, TX — a strong fleet of people who just enjoy sailing a Sunfish while improving their sailing skills at the same time. Some of us are content with the competitive level available to us here at AYC. Others enjoy traveling to the bigger out-of-town regattas as well. And we try to encourage casual sailing as well for those who aren’t interested in only racing.

That’s who we are and what we do. What about the Sunfish fleets at your clubs? We’d like to hear about who you are and what you do and if you’re having as much fun as we do here in Austin.

There’s never too much fun to be had on a Sunfish!!

NORTHERN SOUTHWEST REGIONAL CHAMPIONSHIP ON CHENEY LAKE

Pat Manning
Ninnescah Yacht Club, Wichita, KA (June 15-16, 1996) — The Northern Southwest Regional Championship was held in association with The Whitecap Regatta on Cheney Lake just southwest of Wichita, KA. The Ninnescah Yacht Club members were very gracious hosts of the regatta, and the eleven-boat Sunfish fleet was the largest fleet at the regatta which qualified the winner of the Regional Championship to also be this year’s winner of Kansas Governor’s Cup trophy. Brian & Kelley Beddow and Sunfish Fleet 63 did an outstanding job of coordinating the championship regatta and deserve many thanks. We also all appreciate Action Marine’s sponsorship which allowed Brian to get some really great trophies.

Three Texans traveled to the land of OZ from Austin; they were Vic and Pat Manning and Gary Cooper. They were well rewarded for making the journey. In this five regatta, the lowest place taken by any of them was fourth. In the first race, with winds at 12-15 mph and occasional gusts to 20 mph, Vic Manning shot out with a commanding lead until the second windward mark of a double-triangle course when he capsized while playing with his watch so he could track the time difference between himself and Gary Cooper. He gave up a 40-second lead and had to fight hard to regain it - but Vic got the gun at the finish. The second race was won by Ninnescah Yacht Club’s own Gary McCutcheon, with Vic Manning taking second. With the wind conditions getting a little lighter and shifter for the third race, Vic got another first and Gary McCutcheon finished second.

The winds were light on Sunday; first race 12-15 mph and dropping to 5-8 mph for the last race. Gary Cooper led the whole first race of the day, Vic was a close second and Pat was again third. The last race with the lighter breezes was just what Pat ordered; she rounded the windward mark first and hung on the lead throughout the whole race. Gary Cooper was second and Vic was fourth. Vic Manning’s consistent first and second place finishes, with only one fourth was more than enough to earn him the first place in the Sunfish fleet for which he also received the Governor’s Cup (he had to promise to bring it back first place and defend it), first place in the Southwest Regional Championship and his second bid to the Sunfish Worlds in two years.

This lake in the middle of the prairie is one of Kansas’ best kept secrets. The camping facilities were great, the food and beverages were abundant and wonderful, and the Sunfish camaraderie was outstanding—just like it has been everywhere we’ve traveled. We hope to make this event even bigger and better next year and hope many more Sunfishers will come and enjoy it.

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THUNDERBIRD OPEN REGATTA

Brian Beddow
Thunderbird Yacht Club, Norman, OK (June 22-23, 1996) — Saturday’s winds were 5 to 15 with slow gentle shifts. Beautiful sailing. In the first race Shaw jumped out to an early lead that Beddow was never able to overcome. Robertson, in this initial Sunfish event, fought to a 3rd place after a seesaw battle with Secrist. The second race saw Shaw with another brilliant start and Beddow close behind. At the first rounding mark, a pile-up of three tangled boats gave Beddow a narrow lead. He held the lead throughout the remainder of the race.

Sunday’s third race was a long distance, 3-hour event in 10-15 mph winds. Beddow jumped to an early lead and built a safe 1st place over Shaw’s second place. Robertson and Secrist separated about halfway through the race, and Robertson finished with a comfortable 3rd place while Secrist finished well ahead of several centerboard boats. Most improved — Maryann Secrist. She’s getting stronger each year.

Sunfish
Gary Beddow         2-1-1 3.30
Rick Shaw           1-2-2 4.75
Tom Robertson       3-3-3 9
Mary ann Secrist    4-4-4 12

Centerboard Fleet
Gary Beddow         2-1-1 3.5  (1st)
Rick Shaw           1-3-2 5.75 (2nd)
Tom Robertson       8-8-6 22 (5th)
Maryann Secrist     9-9-8 26 (9th)

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 magazine, 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 sailors 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

Name __________________________ Sex* _______ Birth Date _______ Sail Number** _______

First Member

Additional Family Members: ____________________________________________________________

__________________________________________

__________________________________________

__________________________________________

__________________________________________

Address ____________________________________________________________________________

City __________________ State _______ Zip _______ Country ____________

Phone: Home __________________ Work ___________ EMail __________________

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

FEES

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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

Successful Sunfish Racing by Derrick Fries. Send $18.95 to The Sailboat Garage, c/o Peg Beadle, 4204 South Shore, Waterford, MI 48328-1157. Sunfish parts and accessories catalog available.


24-Page Sunfish Parts and Accessories Catalog -- Racing daggerboards/sails, all parts new/old models in stock. Force Four Marine Corp., 1-800-243-7245.

Hate taking off and putting on sailrings? Custom-machined sailring pliers made to last a lifetime will be available just in time for Christmas. Advance orders will help us determine how many to have machined (we're starting with 25). They really work! $30 ea. Call the Windward Leg office 512-263-5873 to place your order.

United States Sunfish Class Association P.O. Box 300128 Drayton Plains, MI 48330-0128

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.