Malcolm Smith, 1998 NA Champ!!

by Charlie Clifton

The Galveston Bay sea breeze arrived on schedule each day during the 1998 Sunfish North American Championship June 27th through July 3rd. Former World Champion Malcolm Smith (Bermuda) excelled among 66 other competitors at the Houston Yacht Club. The wind steadily built each day, peaking in the late afternoon at close to 20 knots. Smith won the windy second race held each of the three day to clinch his first North American title.

On Tuesday, Hank Saurage led start to finish in the first race, sailed in the 10-12 knot early sea breeze. His sparring partner, Ash Beatty, held off Soling Olympic candidate Gerard Coleman for second.

On Wednesday, the third race was sailed in the lightest conditions of the regatta. Doug Kaukeinen came out of the right side on the first beat and then cautiously sailed the middle to lead the whole race.

In the windy conditions for the fourth race, Kiwi Cameron Dunn led through half the race, followed closely by Smith. In Texas working with the Kolius America's Cup campaign, Dunn was sailing a Sunfish for the first time. He and Smith were well out in front of the fleet. The Bermudian overtook the New Zealander at the leeward mark and held him off to the end.

On Thursday, Dunn port tacked the fleet at the start, crossed everyone and sailed off to the right. Sebastian Higuera (Colombia) came out of the left with a big lead he held to the end.

Going into what would prove to be the last race, a very consistent Ash Beatty lay three points behind Smith after throwing out his OCS. This was the closest race of the regatta with the lead changing hands regularly among a group of ten. Smith and Beatty rounded the first mark 8th and 9th respectively. They both worked their way up through the fleet, but Smith stayed ahead to become the 36th North American Champion.

Friday's races were canceled when a tropical depression moved into the area from the Gulf of Mexico.

Charlie Clifton

Thanks RCIII!

Matt Mattson and Dean Snyder (Gold Fleet and Jr./Founder Fleet Chairmen, respectively) did a superb job of running the races. The courses were perfect lengths and headings, starting lines were consistently square, starts were on time and there was very little waiting between races. Everyone on the RC boats was courteous and helpful and did their job with professionalism, enthusiasm and friendliness. Thanks to all!!

Charlie Clifton

Windward Leg - Summer 1998
Beachside . . .

The 1998 North American Championship was a memorable regatta for many reasons, none more important than Houston Yacht Club's fantastic effort in organizing everything from the Open Ceremonies to the Awards Dinner and Presentation. Beginning with warm welcomes on Saturday and Sunday and continuing on through the week with lunches, dinners, parties, great racing and hospitality, Neave Nunes, her husband, Commodore Tony Nunes and their cast of 1000's(!) went beyond the call of duty. Everything a sailor and his family needed was provided, including room rentals in the clubhouse, laundry facilities on site, a sightseeing boat (thank you, Jerry Landon) a country and western band, great food, drinks and great breakfasts. Many special touches were added by Neave including the ladies' favorite, a water aerobics class every morning, (one brave male, John Swan, participated once) and massage session after the races for anyone not too sore to make it to the clubhouse!

The sailors added to the fun with some of their own entertainment starting with the "Todd & Rod Show", a peculiar game with the intent being to find the most outrageous night spot they did, and unfortunately were the only ones out that night to witness the painting of certain body parts by starving artists. (You definitely had to be there.) The Todd & Rod Show became the Gilly, Todd & Rod Show later in the week at the local bar, Bill and Marie's, when they became the Shuffleboard Champs beating out yours truly and Molly Swan. Gilly and Todd were also responsible for some terrific mood music as they played guitars and sang for the crowd all week.

Card games, pool games, and the usual "watching the weather channel" in the bar were the diversions of some, while Charlie, practicing his Spanish, beat up on the Colombians and Dominicans in a Hearts game. Malcolm spent much time at the mall getting Disney sneakers for his three year old and Jean went on the NASA tour. John Swan rode through storm warnings with long-ago Sunfisher, Ted Skeffington to return Ted's Hatteras to its slip after serving as John and Molly's bunk away from bunk.

All in all, it was hot, but not too hot, formal but not very formal, it was reunions and new friends and it was as always, a great sunfish regatta!

Cindy Clifton
North American CHAMPIONSHIP Results

Championship Fleet

1. Malcom Smith, Bermuda  2. Ash Beatty, League City, TX  3. Cameron Dunn, New Zealand
2. Ash Beatty, League City, TX  3. Cameron Dunn, New Zealand
3. Cameron Dunn, New Zealand

19. Tom Boren, Copperas Cove, TX  20. Pan Kollush, Southwest Harbor, ME
20. Pan Kollush, Southwest Harbor, ME

Founders Fleet

1. Lee Parks, Newport, RI  2. Sam Waller, Gulfport, MS  3. Jean Bechtman, Holland, MI
3. Jean Bechtman, Holland, MI
4. George Jackson, Mount. Lakes, NJ  5. James Murphy, Glenview, IL
5. James Murphy, Glenview, IL
6. Connie Miller, Lewes, DE  7. Deke Dekeyser, Austin, TX  8. Jack Aldus, Houston, TX
8. Jack Aldus, Houston, TX
9. Jim Uroda, Lake Jackson, TX  10. Ray Plepys, Lake Jackson, TX  11. Peter Hansen, Seabrook, TX
11. Peter Hansen, Seabrook, TX
12. Steve Gay, Austin, TX  13. Pat Manning, Austin, TX  14. Andy Dales, Kingwood, TX
15. Tim McKenna, Austin, TX
16. Elizabeth Baldinger, Houston, TX  17. Vickie Stones, Austin, TX  18. Betsy Schmidt, Rehoboth Bch, DE
18. Betsy Schmidt, Rehoboth Bch, DE
20. Paige Deiner, Lewes, DE
24. Brian Binnion, Houston, TX
25. Nathaniel Tulloch, Houston, TX  26. John Paul Schilling, Lamarque, TX
27. John Paul Schilling, Lamarque, TX

The NA Trophies!

Libby Kolius was responsible for the idea of handcrafted trophies for the winners of the NA’s. Patients of the Texas Children’s Cancer Center & Hematology patients created awards reflecting their idea of sailing. The opportunity to donate to a very worthy cause while giving an original creation to the winners is a great idea and “very fulfilling,” Libby says. Carol Fawcett, TCCC’s Arts in Medicine Program Coordinator was integral in bringing this together. Our goal “is to provide enjoyable, educational and meaningful artistic opportunities to patients...to provide for self expression, empowerment, and development of coping skills.”
North American Juniors and Founders

Philip Stearns Wins Juniors!!

Austin, TX, sailors Phillip Stearns and Nick McKenna dominated the Junior Championship with straight firsts and seconds respectively.

Bad weather caused cancellation of races the first day but fair weather and a strong sea breeze returned for the second and final day.

Stearns and McKenna come from an Austin fleet that is comprised of over 70 boats. Nick McKenna is the new Junior Representative to the Sunfish Class Board of Directors.

Lee Parks wins Founders!!

Class veteran Lee Parks held off a late challenge by junior Sam Waller to win the Founder's Trophy. ISCA President Jean Bergman was in second place after the first day, three points behind Lee. But Sam won three out of the last four races to claim second place. Lee had to finish third or better in the last race to stay in front of Sam. Sam won but Lee was right behind to clinch the title.

Founders Winners Show Off Their Trophies
Smock Tops: Musto, Gill, Henri Lloyd and Camet in stock

Wet suits in all sizes

Wet suits in all sizes

Sailing shorts: Mocian, Camet, RailRider, Sailing Angles and Headsail.

Sailing shorts: Mocian, Camet, RailRider, Sailing Angles and Headsail.

Neoprene hiking pants: 4 styles from Camet and Sailing Angles

Neoprene hiking pants: 4 styles from Camet and Sailing Angles

Camet and Aquata Chaps-hiking pants

Camet and Aquata Chaps-hiking pants

Extrasport Shadow Plus

Extrasport Shadow Plus

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Visions and Objectives

On behalf of the Sunfish Class, I would like to take this opportunity to thank Brian Weeks for his outstanding contribution for the past six years as Class President. Through his leadership Sunfish is one of the strongest one design classes in the nation and is now in the forefront as a recognized boat for the 1999 Pan Am Games. His dedication, experience and hard work have produce positive changes for the class including the standard racing sail and the racing centerboard, while insuring controls are in place for any new changes. Brian's endless hours of calls to class officers and manufactures have insured both quality and a strong performing boat we can all be proud of. Additionally, Brian wrote numerous articles to help us maintain or repair our boats with professional guidance. Through his leadership, our board positions now include sub-committees with the power to vote at the executive meetings, and he included a publicity office to expand our presence in the sailing community. He reinstated the Midgets into the Founders Fleet in an effort to bring more juniors to Sunfish. To insure the Founders Fleet would be a vital part of the North American week's events he came up with a 60-40 rule to be used if the registration fell below 70 senior regattants. This year it was used at the North Americans when only 56 members signed up for the event. The competition was stiff in both fleets as regular championship contenders found themselves leading the competition in the Founders Fleet. Our hope is that Brian will continue to provide guidance and support to the Class in the future and we certainly look forward to seeing him on the race course. Thank you, Brian for a "Job Well Done."

At this year's NA's the board and members present elected and selected new leadership for several positions for your National Board of Directors and Committee Chairs. Your new officers and chairpersons are: US Sunfish Class President-Victor Manning, Regatta Chairperson-Vicki Palmer, Masters Subcommittee-Gail Turluck, Junior Committee-Jim Koehler, Mid-Atlantic Regional Representative-Connie Miller, Junior Representative-Nick McKenna and Publicity-Paige Deiner. All other positions remained the same. If you have comments or suggestions please do not hesitate to contact any of the Board of Directors or Committee Chairs. Many thanks to all those who were on the Board who have stepped down and welcome to all the new members.

On a sad note, last year we lost a dear friend when Ellen Rowen lost her long battle with cancer. Her enthusiasm, laughter and her kindness will be sorely missed. Our deepest sympathy goes out to her family and friends. In her memory and in appreciation for all she has done for the Class a memorial trophy will be created in her name.

As your new Class President, some things I will try to do in the future include expanding class membership through fleet expansion and trying to build a strong junior presence. Though there has been some increase over the past few years, we all need to encourage others to join the class association. As class members it is important to help promote sailing in our communities, help promote the boat - the fun and the challenge it presents - while building our own fleets. It is particularly important to help support our local clubs who provide us with the race committees, the facilities and financial support to hold regattas. In addition we need to recognize the manufacturer, our local dealers, marine suppliers and others who help provide equipment, trophies and prizes. Without their support we might see fewer sailors competing. In a time when "big-boat" sailing at a lot of clubs seems to be declining, we have the opportunity to show boat owners, new sailors and juniors just how much fun sailing a Sunfish can be. I challenge each of you to try and build a fleet equal to that of Fleet 70 in Austin, Texas where we have 70+ Sunfish fleet members and 25 Class Association members. To help promote the Sunfish, there are a number of films available through the class office that can be checked out for a minimal charge.

Some issues the Board of Directors are considering for next year include, the opportunity for members to vote by mail on issues that will be announced in the Windward Leg and presented at the annual meeting, including the election of class president. Additionally, the board is in process of reviewing and making revisions in the current USSCA By-laws to bring them in line with changes made over the past few years. You will see more on these and other issues in the Windward Leg.

Thanks to Vanguard, we have a strong manufacturer of Sunfish boats. Our meeting with factory representative, Eric Sayer at the NA's in June highlighted the factory's concern for quality and support, while not changing things on their own. He requested feedback from the Class and individual boat owners on any problems with the new boats. Since the racing Class members tend to use the boats more than the average Sunfish owner, we are more likely to discover any problems and should report them to dealers quickly, so they can be corrected. Eric reported on the highly publicized new rudder, saying that due to weakness of materials being tested and production costs doubling he and the factory are not recommending changes at this time and the Board of Directors agreed. We do not want to double the price, so at this point, the issue is all but dead. The factory may look for different types of wood to produce a better quality wooden board, but in its current configuration would remain the same. Advisory Council recommendation of rules changes would have to be approved before any major changes would be made.

I hope many of you will take the opportunity to participate in or come out and watch some great Sunfish sailing at the Worlds held in August at Blue Point, Long Island, New York. Start your planning now for next year's North American Championship to be held in Hyannis, MA in June. If you are planning a regatta, let your area representative know by December so we can announce it in the spring issue of the Windward Leg.

See you on the water and remember the chant: Sunfish! Sunfish! Sunfish!
Dear Sunfish Friends,

I'm writing this as Don and I are driving back from the Sunfish N.N.s, which were hosted by the Houston YC in La Porte, Texas on Galveston Bay. Everyone at home thought we were crazy to drive down to Texas with its 100+ heat and humidity. But, the HYC put on such a great regatta that there was no question it was worth it. Everything was as close to perfect as you can et from the race management to the food, entertainment and friendliness. Many, many thanks go to Neave Nunes, the regatta chairman and to all the volunteers who made it possible.

Every even year the offices of USSCA president, secretary and treasurer are up for election. Half of the regional representatives are also chosen at this time, the other half in odd years. Brian Weeks, who has done such a great job for the last 6 years had decided it was time to step down. It's hard to find words to express how much we appreciate everything he has done for the class during his presidency. I'm sure we will still hear from Brian in the “Windward Leg” telling us all how to make our boats go faster and how to keep them in good shape. Thanks, Brian for so much effort on behalf of the Sunfish Class.

Voting was done by ballot during the meeting and Vic Manning, of Austin, Texas, was elected president, Betsy Schmidt continues on as secretary and Mike Scrive as treasurer. Congratulations to each of them.

Up until now, election of officers has always been done by those present at the annual meeting. During this year’s meeting, we discussed the idea of revising the bylaws so that those members not attending the N.A.s could also vote for national officers and their regional reps. The slate would be published in the “Windward Leg” and any member in good standing could send in a ballot to be counted with those present at the annual meeting. A committee has been formed to look over the bylaws and recommend the necessary changes. These changes will be published in the “Leg” and then must be voted on by the general membership in a mail-in ballot.

The plans for the Pan Am Games and qualifications are moving along. As you may know, the sailing venue for the games will be Lake Gimli, near Winnipeg. The games will be held in August of 1999. Only one boat qualifies from each of 15 countries. Canada qualifies automatically because she is the host country. Two countries qualify from each of 4 regattas. Two qualify from the Worlds in NY, two from the CAC Games in Venezuela, two from a regatta to be held in South America, probably Bogota, and the US and Bermuda qualified in Houston at this year’s N.A.s. Six more countries will then be chosen by the Pan Am organizers with input from the class. The US qualification series will be held at the Rochester Canoe Club in July of 1999. To race in this series a sailor must finish in the top 20 at the N.A.s in 1996, 1997, 1998 or 1999. There will be 15 countries participating in the final games.

Puerto Rico is proceeding well with their plans for next year’s Worlds to be held in Ponce, a beautiful town on the island’s southern coast. Regatta Chairman Jaime Purcell, came to Houston to discuss plans with Eric Sayre from Vanguard. Good news, we will again have a 100 boat fleet! The regatta will be held in October.

Fair winds and good sailing to all. Have a good summer.

Jean

ISCA President's Corner

Jean Bergman, ISCA President and Past USSCA President, Brian Weeks

US and Bermuda qualified in Houston at this year’s N.A.s. Six more countries will then be chosen by the Pan Am organizers with input from the class. The US qualification series will be held at the Rochester Canoe Club in July of 1999. To race in this series a sailor must finish in the top 20 at the N.A.s in 1996, 1997, 1998 or 1999. There will be 15 countries participating in the final games.

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Fair winds and good sailing to all. Have a good summer.

Jean
Sunfish Class News

The Pan Am Games
First Time for Sunfish!!

TO: National Sunfish Class Associations (current & future)
FROM: International Sunfish Class Association
RE: Pan American Games 1999 - Qualification

The Sunfish Class has been invited to participate in the 1999 Pan Am Games. The sailing event will be held July 24-August 8, 1999 on Lake Winnipeg in Gimli, 50 miles north of Winnipeg, Canada.

Each country is allowed to send one entrant in each class. The Sunfish Class will be allowed 16 entries, and each country must qualify in order to send an entrant. The following four events will be used to qualify countries:

   Houston Yacht Club, La Porte, Texas, USA (top 2 countries).
   (Ed. Note: Bermuda and The United States were 1st & 2nd.)

2. Caribbean:
   Central American & Caribbean Games, Venezuela, August 13-20, 1998 (top 2 countries not previously qualified)
   Contact: COCAC'98
   C/o Direccion Tecnica
   Estadio "Luis Aparicio"
   Maracaibo, Zulia, VENEZUELA
   Phone: 58-61-522743/522777 Fax: 58-61-520970
   Email: <tecnicocac98@lamnet.com>

3. World:
   Sunfish World Championship, Sayville Yacht Club, Blue Point, New York, USA, August 22-27, 1998 (top 2 countries not previously qualified)
   Contact: Gary Loker
   8 Bogel Road
   Bayport, NY
   Phone: 516-472-9459

4. South American:
   Tomine Lake, near Bogota, Columbia, January, 1999
   (top 2 countries not previously qualified)
   Contact: Luis Eduardo Baron

Six additional countries will be selected by the Pan Am Selection Committee. The Sunfish Class will be consulted regarding these selections to ensure that proper selections are made. National Sailing Authorities will be notified of their qualification by the Pan Am Games Organizing Committee, and the Sunfish Class will attempt to notify National Sunfish Class Associations.

Once qualified, each country must select a Sunfish entrant to the Pan Am Games, who must enter through their National Olympic Committee (NOC). The route to the NOC in most countries is through the National Sailing Authority which is normally a member of the NOC.

How to Qualify
for the Pan Am's 

Sunfish -US Trials for 1999 Pan Am Games
Rochester Canoe Club, Rochester, NY, July 9-11, 1999

Pre-qualification:
1. Entrants must be US citizens, and able to represent the US at the Pan Am Games (July 24-Aug 8, 1999, Gimli, Winnipeg, Canada).
2. Entrants must be 1998 and 1999 members of USSCA.

More information will be forthcoming in the Leg. If you are interested in representing the US, watch for details. There is no charge for the race portion of this qualifying event. The 1999 Pan Am Games Website is: http://kat.microbio.umanitoba.ca/sailing/PanAmAmGames.html

Other countries are welcome to publish the schedule for their Pan Am trials in the Windward Leg. Future issues of the Leg are scheduled for Fall/Winter - November '98 and Spring - April 1999. Deadlines are October 20, 1998 and March 20, 1999.

Rudder Cheek Failure Amendment

Please note that Erik Sayre reported a correction to the Advisory Council minutes. Under "Rudder Cheek Failure", the warranty is for one year, not 2, as reported. Hulls have a 2 year warranty, but parts have a 1 year warranty.

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Treasurer's Report 1/1/98 - 5/31/98

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Revenue
- Dues - US: 32780.00
- Foreign: 1558.00
- Leg - Ads: 2026.10
- Sail #: 636.00
- Video/Old Legs: 158.00
- Donations: 140.00
- Interest: 308.32
- World's Deposits: 5000.00 (payable to host club)

Expenses
- Auto: 180.19
- Bank Charges: 52.55
- Commission - Leg: 473.18
- Dues - US Sailing: 100.00
- Editors Fees - Leg: 899.99
- Office Duties: 8151.92
- Office Supplies: 2052.44
- Postage - Office: 1193.92
- Postage - Leg: 900.00
- Printing - Office: 1827.10
- Printing - Leg: 6217.97
- Sail #: 52.55
- Telephone: 450.74
- ISCA Dues: 5866.00
- 1997 World's Deposit: 4370.00 (to Colombia)

Balance 5/31/98
- CD: 11820.58
- Checking: 34035.40
- 45855.98
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For the Laser Pico and Vanguard 15 the race sail offer applies only to the jib.

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Sunfish Class News

Annual USSCA General Membership Meeting
July 2, 1998
Houston Yacht Club, Houston, Texas

I. CALL TO ORDER
The General Membership Meeting of the USSCA was called to order by ISCA President Jean Bergman, filling in for USSCA President Brian Weeks at the request of Secretary Betsy Schmidt, on Thursday, July 2, 1998 at 7:01 p.m. at the Houston Yacht Club.

II. SECRETARY’S REPORT
A motion was made, seconded and passed to accept the minutes of July 9, 1997 as submitted by Secretary Betsy Schmidt and printed in the Windward Leg.

III. TREASURER’S REPORT
A motion was made, seconded & passed to accept the printed Treasurer’s Report submitted by Treasurer Michael Scriver as presented by Vic Manning in Mr. Scriver’s absence.

IV. OLD BUSINESS
A. New qualification format.
Regatta Chairman Tom Donahue spoke to the issue of whether past champions should be permitted to race in the qualifiers, this year being the first that pre-qualifiers were excluded. Mr. Donahue put forth a suggestion by Dan Feldman which allows past champions to race in the qualifiers but then requires them to qualify. Therefore, any past champion who chooses to race in the qualifiers relinquishes his right to pre-qualify. The number of past champions racing in the qualifiers would have to be added to the mini-host numbers. After some discussion, a motion was made, seconded and passed to allow past champions to make this choice on a trial basis. Overall, members were very much in favor of the new qualification series of 50/50 or 60/40% split if the magic number is below 70.

B. Yearbook Report
Yearbook Editor Cindy Clifton reported that the 1998 Yearbook would be out in late summer/early fall in a new smaller but thicker edition. Included this year will be phone numbers and e-mail (unless otherwise requested) along with updated Bylaws.

C. Pan-Am Games Update:
Tom Donahue, Pan Am Committee Representative, reported that the trials for the 1999 Pan Am Games will be sailed on Lake Ontario at the Rochester Canoe Club in Rochester, NY on July 9-11, 1999. The top 20 sailors in the previous 4 NAs’ (96,’97,’98,’99) will be eligible to sail in the Pan Am trials. Since these trials are a non-registration fee event, USSCA needs to come up with necessary funds to cover expenses incurred by the Rochester Canoe Club. Rod Koch made a motion to give our Pan-Am Committee approval to recommend to the USSCA board of directors encumbrance more than $1500.00 for Pan-Am trials expenses payable to the Rochester Canoe Club. Motion was seconded and passed.

V. COMMITTEE REPORTS
A. President’s Report: ISCA President Jean Bergman read a letter from USSCA President Brian Weeks in which President Weeks expressed his regrets in losing his first NAs since 1988 due to an extraordinarily busy work schedule. The fact that his six years as USSCA President is coming to an end in no way is indicative of his leaving the class. He is grateful for having been given the opportunity to serve as President and now feels that it is time to “pass the torch”. President Weeks expects to see all of his sailing buddies at future regattas and intends to continue writing for the Windward Leg. President Bergman reflected that President Weeks had done a tremendous job. George Jackson wanted the minutes to show how much the Sunfish Class appreciates all that President Weeks has done. After many accolades, Rod Koch made a motion to have a fitting plaque made up for President Weeks to be presented at the Worlds in Sayville, NY. Motion was seconded and approved unanimously.

B. Masters’ Report
Masters’ Chairman Vic Manning reported that John Bartlett won the 1997 Masters Championship held in Galveston, TX and Tom Donahue won the 1998 Masters Championship held in North Chicago, IL. Kudos to Jim Uroda and Dan Feldman for running these outstanding, well attended events. The 1999 Masters Championship will be held in September in Lewes, Delaware at the Lewes Yacht Club. The contact person for this event is Connie Miller.

C. Women’s Report
Lee Parks, speaking for Women’s Committee Chairman Gail Heausler reported that Wequioquet Lake Yacht Club would host the Women’s NAs this summer on July 26-27 in Centerville, MA.

D. Junior’s Report
Junior Committee Chairman Connie Miller reported that Paige Deiner, Junior Representative, would be creating a Junior information page on the web announcing the need for two new Junior Representatives since both she and Alex have become Senior sailors this year. Paige will also write an article for the Windward Leg. Ms. Deiner spoke to the membership urging everyone to go back to their clubs and inform their younger sailors of events and opportunities available to our Junior and Midget members.

E. Membership Report
Membership Committee Chairman Dale Dunston was absent. No report was given.

G. Windward Leg/Yearbook Report, IV.B.

H. Advisory Council Report
Advisory Council Representatives Paul Jon Patin and Chris Friend were absent. No report was given.

I. Regatta Report
Regatta Chairman Tom Donahue announced that next year’s NAs will be held in Hyannis, MA on June 19-25, 1999.

J. Regional Reports
Rod Koch, speaking for Florida Rep. Paul Strauley, presented the Florida District Report which included past, present and future events from a very active Sunfish region.

VI. NOMINATIONS & ELECTIONS
Nominating Committee Chairman Tom Katterheimrich was absent. His report was given and elections were run by ISCA President Jean Bergman. President Bergman took nominations from the floor in addition to previously nominated incumbents for selected Regional Representatives. The following representatives were elected by members in their respective regions for a two year term:

Paul Strauley Florida Peninsula
Connie Miller Mid-Atlantic
Joel Furman New York
John Anderson Southeast
Peter Beckwith New England

Incumbents were nominated for the offices of Treasurer and Secretary. No further nominations from the floor were forthcoming. The following people were elected to those offices:

Michael Scriver Treasurer
Betsy Schmidt Secretary

Nominated for the office of President were Ash Beatty, Vic Manning and Dan Feldman. Mr. Feldman respectfully declined previous to the meeting. No further nominations from the floor were forthcoming. Mr. Beatty and Mr. Manning both gave brief speeches. The election for the office was done by ballot and counted on-site by Don Bergman and Connie Miller. The close election was won by Vic Manning.

Continued on page 11

Windward Leg - Summer 1998
Meeting minutes continued.

VII. NEW BUSINESS
A. Vanguard Report
Vanguard Representative Eric Sayre spoke informally on the previous evening to all interested sailors. Dan Feldman briefly summarized the highlights of this meeting for the membership including the following:
1. Specifications for the boats going to the Worlds in Sayville
2. Re-engineering of the gooseneck
3. Possibility of adding plugs or drain holes to the mast to solve leak problems
4. Race-type boom blocks and bigger straps
Mr. Feldman reminded the membership to report any failing parts to the manufacturer. Anecdotal information on the specific breakdown could help Vanguard prevent future occurrences for everyone.

B. Election Procedure
President Bergman initiated discussion on the possibility of amending Article 4.4.1 of our Bylaws to include voting by mail. Many suggestions were made including putting a ballot in the Windward Leg to allow for greater participation by the membership. This would not exclude our voting procedures at the annual meeting but would rather be in addition to already established procedures. The slate recommended by our Nominating Committee would be printed in the Windward Leg preceding the NA's with room on the ballot for write-ins. These printed ballots would require a signature to prevent duplication of votes. All elected offices would be included in this new procedure. Rod Koch made a motion to effect this change as stated. Motion was seconded and passed.

C. Revision of Bylaws
Jim Uroda made a motion for a Bylaws Committee to be appointed by our Board of Directors for the purpose of revising said Bylaws. Motion was seconded and passed. President Bergman reminded the membership that none of our previously discussed changes in election procedures could go into effect until the revised Bylaws are voted on by the membership.

D. Ellen Rowen Trophy
President Bergman stated that the Board of Directors had suggested creating a trophy in memory of Ellen Rowen, former Publicity Chairman and avid sailor. The membership enthusiastically agreed.

VII. ADJOURNMENT
The meeting was adjourned at 8:10 pm.
Respectfully submitted,
Betsy Schmidt, Secretary

Sunfish Class News

Remember . . .
USSCA Class membership entitles you to race at the following World qualifying events:
- All Regionals (16 yearly)
- Master's National Championship (age over 40)
- North American Championship
- National Midwinter Championship
- Women's N A Championship
- The Junior N A Championship (not 18 years old in that year)

Please note: there is a possibility that if you have not joined the class by the time a qualifying regatta starts, you jeopardize your finish in that regatta and cannot be invited to participate in the world as an USSCA sailor.
Please join and support the Sunfish Class!

ISCA rules state that you must be an ISCA member to compete in Class sanctioned international events including the World Championship (Rule 10.5).

Support our advertisers; they support the Sunfish Class by advertising in the Leg, sponsoring regattas, leasing boats, giving clinics, setting up shop on site, & much more!!

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Delivery of boats and parts is available at most sites on the Midwest Regatta calendar or by mail and UPS. Same day shipping in most cases.
The Connecticut River Classic is promoted as an overnight journey, with all camping and personal supplies aboard a Sunfish Sailboat. The Old Saybrook Lions Club and a bunch of volunteers make it easy because they feed the voyagers, run the races and drive the boats that give you food and drink on the water. The rules are 1) Safety and 2) Fun and there is no real recourse for protests. I strongly encourage attending this event next year, as it will be the Silver Anniversary (25th) for this grand event. If you haven't done this race or similar activity in a Sunfish, I think it would be hard to call yourself a "hard core Fish" Sailor. I've raced in my fair share of sailing regattas, including the Sunfish Worlds and I can say without hesitation that I have rarely had more good clean fun on the water than when I went camping on a Sunfish.

24th Annual Connecticut River Race

The 24th running of the Connecticut River Race was held May 30th and 31st, 1998. This fabulous event is sponsored by the Old Saybrook Lions and is a must for both sailors and non-sailors alike. This event is not just a sailing experience. If you consider camping and Ultimate Frisbee sports this race is more of a triathlon. The competition begins even before the boats are in the water. Who can fit the most camping equipment, food, sailing gear and even wine on their Sunfish and still be able to sail?

Another sign that this was an exceptional race was the difference in boats. The age range was amazing, from the mid-60s to the 1998 model year. Some people had white racing sails while others had sails that looked more like family quilts from the 1960's. This was the ultimate division; the hard core competitors trying to be laid back vs. summer Sunfish lovers. Some boats had father/son teams, others were sailed by girlfriend/boyfriend teams and there were even some single-handed boats.

The course on the historic Connecticut River was from Rocky Hill to Deep River Marina, with an overnight camp at Hurd State Park. Saturday at 9:15am we started the first race. Racing on a river is very cool indeed. There are all sorts of natural and man made hazards. You deal with swirling winds/currents, sandbars, islands (where you can go on either side), bass boats and ferries. You are constantly distracted by the pleasant views of river front houses and state parks. We saw amazing things like the Goodspeed Opera House & Gillette Castle.

The racing is very relaxed. The "Race Committee" gave us only two rules: safety and fun. People were flying flags and streamers from their sails. Many boats were armed with water pistols & water balloons. We had four races on Saturday, stopping for long breaks to socialize and snack. There were two powerboats. The favorite provided us with Pina Coladas and Margaritas between races. We had super sailing conditions: 10-15 knots reaching and running.

We arrived at Hurd State Park, pulled the boats up on the banks of the river and camped for the evening. A fantastic support crew was already on the scene with a meal tent, BBQ and a keg of beer. A ritual of pitching tents or a suitable substitute marks the landing. Many use small tents that are easy to pack on a Sunfish, however, there have been many campers in the past that have chosen to use their sail as a lean-to. Vanguard supplied Frisbees, consequently, Ultimate games and Frisbee golf matches spontaneously erupted.

At 5:15am it started to drizzle, at 5:45 it started to rain, at 6am the lighting came and by 6:15 it was a deluge of water from the sky. It finally stopped at 7am and cleared. The brisk squall added to the camaraderie as we used bailers to get the water out of people's tents. The food crew was there again with Dunkin' Donuts coffee, eggs, muffins and sausage, etc. for breakfast.

Sunday we had two races to complete the 35-mile course. Each race is started with it's own flare. We had a line start. We had a rally type start (the people up river start first and each succeeding boat pushes off until there is basically a wall of boat across the entire river). We even had a Le Mans start where they just blew the whistle and you had to run to your boat, hoist the sail and just push off the shore.

A few comments about SAIL-CAMPING... If you plan it right camping out of a Sunfish is an incredibly pleasant experience. The Sunfish can carry a surprising amount of gear, and if you're smart (dry bags or garbage bags for that matter); it can all stay dry. Plus, camping out of a Sunfish gives you incredible range. Tory, my partner in crime for this adventure, and I would never have been able to cover 35 miles with 100+ pounds of gear by foot. I also doubt that we could have paddled that distance in a canoe or kayak without training for that type of prolonged activity.

This was Tory's first race and only the second time she had been in a sailboat. However, she has done a great deal of camping in the past so her camping experience was very valuable in the preparation and packing of the gear and equipment. I on the other hand, have done a fair amount of sailing but practically no camping. If you follow some of the basic tenets of each discipline, camping out of a Sunfish is brilliant.
Masters Report by Vic Manning

Ed. Note: Vic Manning submitted this report on masters' sailing at the General Membership Meeting at the NA's. He has since been elected president and Connie Miller is the new Masters Chairperson.

Since last year's North American Championship, there have been two US Sunfish Master's events. The 1997 Masters in September at the Galveston Boat Club was run by Jim Uroda. I am always amazed that our seniors are sometimes the hardest to beat, have some of the most interesting stories to tell and are some of the greatest supporters of fleet and club activities. 37 boats competed, coming from as far as Delaware and Michigan. PRO Ash Beatty had his hands full with changing weather conditions and storms on Sunday, but by Sunday afternoon he was able to run four races with the winner being John Bartlett from Austin. The event contributors were Jim Uroda, The Sailboat Shop, Bartlett-Banks Sails, West Marine and Harken.

The 1998 Masters held at North Shore YC in North Chicago was run by Dan and Jill Feldman. PRO, Rich Chapman ran practice races on Friday, with 8 boats competing in squirrely winds of 21 - 28 mph but then was faced with almost no wind for the races on Saturday and Sunday. 25 competitors raced in winds 2-6 with gusts to 10 mph. By the end of regatta, our winner was Tom Donahue, winning his second Masters title in three years. Congratulations Tom. Event contributors were Windline Sails and Port Supply.

Both events were outstanding, well run with plenty of food and drink for all. Thanks to Jim, Dan, Ash, Rich and Jill. It was a pleasure to visit their clubs, meet their Sunfish fleet and club officers who helped support the Masters' Championships. Thanks also to the sponsors.

Next year's Sunfish Masters will be held at Lewes YC, Lewes, DE in September 1999 and will be hosted by Connie Miller.

Connecticut River Race Winners!!

Singles:
1. Steve Lee, East Hampton, CT
2. Richard Stroud, South Windsor, CT
3. Renny Loisel, West Haven, CT

Odd Couples:
1. Bob & Erik Mueller (& Peter!), Durham, CT
2. Jay & Patrick McNamara, East Hartford, CT
3. Joe and Jeff Drier, Dallas PA

Mixed Doubles:
1. Mike Zani & Tory Fyrberg, Bristol & Providence, RI
2. Don Newey & Jennifer Messer, Glastonbury & West Hartford, CT
3. Rob Loisel & Betsy Stanton, Reading, MA

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Upcoming Regattas . . .

World Championship August 22-28, 1998 Sayville YC, Blue Point, NY USA.


International Masters March 5-7, 1999 Davis Island YC, Tampa, FL

Midwinter Championship March 12-14, 1999 Sarasota Sailing Squadron, Florida Cindy Clifton 941-365-5694

Check the schedule for your Regional Championship.

Mid Atlantic Area Sailors Please Note: The Labor Day Regatta scheduled for Sept. 7, 1998 at the Huntington Sailing Club is a club regatta open to members only, with no entry fee. It is hoped this in not an inconvenience to any sailors. Questions? Call Ray Buchanan (973) 635-7764.
Wedding Bells...

Congratulations to Sunfishers, Posy Siefert and Stephen Smeulders who, on November 8, 1997 were married at the Lincoln Harbor YC and partied under the gaze of the Statue of Liberty. Aboard the good ship Diplomat, they sailed around New York City sights, joined by family and friends. Now that they are an old married couple, maybe we'll see them out on the race course!! Best Wishes!!

US Junior Olympic National Championships

US Sailing sent us a news release reporting the results of the US Sailing Junior Olympic National Championship, held June 23-24, 1998 (dates very close to the ‘98 Sunfish Jr. North Americans) at American YC in Rye, NY. Top juniors from around the country attended, sailing in Lasers, 420’s, Europe Dinghies and 470’s. I’m sure there will be a report in US Sailing. Some of the names are familiar but unfortunately most of the sailors do not compete in Sunfish. However, to get more of our kids involved in this competition we will publicize next year’s schedule when the information is available. The winners of this event will represent the US in South Africa at the ISAF World Youth Championships.

The 14 event US Junior Olympic Tour has been introduced as a means to unify junior sailing competition and increase grassroots participation in the sport. For more information about this program, contact Karen O’Neil, Championship Manager, or Lee Parks, Inshore Director at (401) 683-0800.

Sunfish on the Internet... how to join!!

A group of Sunfish sailors has set up a mailing list (forum) to discuss anything related to sailing and racing Sunfish sailboats. You may post regatta notices, results, ask questions, give advice, etc. Discussion takes place via EMail. Messages sent to the list are forwarded to all subscribers. There is no charge for subscribing. PLEASE READ IN ENTIRETY BEFORE SUBSCRIBING.

* Subscribe by sending EMail to LISTSERV@CNSIBM.ALBANY.EDU
* In the body of the messages state only:
  Sub SUNFISH (your first name) (your last name) (Sail # is optional) - Leave out the parentheses.
* To unsubscribe from the list, send another message to the LISTSERV address stating: SIGNOFF SUNFISH
* To send messages to everyone on the list, send message to SUNFISH@CNSIBM.ALBABNY.EDU

Please note that the address to which you send subscription requests and that to which you send messages you want posted are different. You cannot post messages until after you subscribe.

Also please remember that personal correspondence should be addressed to the person rather than the LIST. Hitting the “Reply to sender” button will reply to everyone on the LIST, not just to the person. Everyone on the list will appreciate personal replies not being directed to them. Please check the address in your “To” box before hitting the “Send” button.

There are currently 285 people on the list!!

Questions?? Ask Charlie Clifton at sail59115@aol.com
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See No Evil -  (reprinted from SNAX, The Sailing Newsletter Article Exchange)

A one-design sailor's lament: Turning a blind eye to rule infractions will ultimately take the fun out of racing.

by Read Hayward

A version of this article appeared in Sailing World Magazine in July, 1992.

It's 30 seconds before the start. The weather end of the line isn't particularly favored, but it's crowded anyway. Several boats are sculling their rudders - checking their speed to avoid being over early. Shouts of "Up, Up!" are encountered by the barge's lie: "My helm is over! My helm is over!"

At 15 seconds, one of the early arrivals, now luffing to avoid the committee boat, suddenly hails that "the wind" is tacking him. The starboard tackers edging up behind quickly alter course to avoid this obstruction now backing on port. But the muffled thud of bumping boats is heard. One skipper, three boats back, cuts through the ensuing confusion with a crisply hailed sail number and a call for a "720." The offender's response (as he starts with the fleet) includes the words minor, unavoidable, and "jerk."

The race officers on the committee boat look on with befuddled stares, fearing that the beer might be gone by the time a protest hearing is over. But then someone remembers (out loud) the "No protests please" remarks from the skipper's meeting, and levity returns.

Are we talking Snark fun races at a Catskills resort? No, this was Race 2 at a major one-design championship! Alas, even officials at nationals events are now discouraging protests and conveniently confusing "minor and unintentional" with "minor and unavoidable." Guilty race committees deny this indictment by claiming that their admonishments are aimed only at those committing infractions and that they, indeed, "welcome all protests not settled on the water." But that's baloney! The message sent with their "C'mon guys, let's party, not protest" is that "Only jerks sweat the small stuff."

But, in the not too distant past, disputes on the water used to mean racers protested or hit the showers, period. Everyone agreed (at least publicly) that having fun meant finishing the best one could by "fair sailing" only. That brand of sportsmanship produced safe enjoyable events that truly showed at the finish how everyone performed.

Why then, and not now? Perhaps it was because wooden yachts of yesteryear were expensive works of art that didn't fare well in opposite-tack disputes. Or maybe, Americans then were just more civic-minded, and it spilled onto the race course. After all, more people voted, insurance companies and their customers still trusted each other, and you could leave your foulweather gear on your boat overnight without finding it replaced by empty beer cans in the morning.

Today, we still employ the same concepts, developed during that age of "wooden boats and honorable men," to ensure that personal ability alone determines the finishing position. But today's liberal attitudes about rules compliance thwart that goal. When Corinthian sailors, who still regard the rules as only rough guidelines, it is just as if those others had unfurled larger sails and lightened their hulls by 20 percent. Hence, personal ability is no longer the deciding factor, and integrity becomes a sea anchor.

I don't understand the debate. Every time I read the rule book it says the same thing: The rules are the rules, and anybody continued on page 17
See No Evil continued

who breaks one - without immediately self-assigning the prescribed penalty is cheating.

I have attended a few US SAILING Area eliminations and national championships run in that mode. The format included no alternative penalties, no throwout races, and a phalanx of US SAILING judges. (Once they even handed out protest forms in the sailing instructions!) We all felt like boat contact would produce a severe electric shock. Everyone's mind set was: "Hail early, stay out of trouble, and withdraw if you goof (without being told to)." What a coincidence -they were the friendliest regattas I have ever experienced.

Yet even with 720s now taking the pain out of penalties, those sailors who oppose consistent rules enforcement (and thereby condone cheating) continue to proliferate. There are three types: THE WAFFLE, who advocates cheating for everyone; THE BULLY, who advocates cheating for just himself; and THE TURKEY, who is too lazy to advocate anything. THE WAFFLE is known by his specious arguments when his views on compliance are challenged. Says he, "Why protest if it doesn't matter?" or "New sailors won't think penalties are nice and might take up bowling." The Waffle also believes that sailors who stick (and make others stick) to the rules have forgotten that "racing is supposed to be fun."

I disagree. Being inconsistent about the rules is what causes most of the acrimony in racing and ruins the fun. And it's those who cling to unearned positions (the cheaters) who take things too seriously when they sacrifice honesty for fake position. When the Waffle invokes qualifying adverbs like "barely," to excuse infringements (as in: "C'mon...you barely had to alter your course"), the rules become a moving target, and our sport is then reduced to daysailing-with-company and meaningless boat speed duels.

But beware the Waffle when he's sailing well. He does own a rule book and, if the odor of a trophy is detected, he will become a strict constructionist and nail his best friend with a safety equipment check. THE BULLY cheats on purpose and escapes penalty by relying on other competitors' distaste for confrontation. He calls "buoy room" when four boat lengths from the mark, and insists "you tacked too close" when you were still too far away to even hear his shouting. His defense when caught is, "Hey, everybody does it." He is the shrill sea lawyer who draws fouls while using intimidation to obfuscate his own transgressions. The red flag owes the Bully most of its bad press.

The Bully also suffers from selective memory. After he fouls you, his defense mechanisms go to work on his memory tapes -editing out his mistakes and dubbing in yours. At the hearing you're convinced he's on drugs. THE TURKEY is too lazy to learn anything beyond "starboard and leeward have the right-of-way." (And even here he is sometimes wrong.) This is inexcusable in anyone who has been racing for more than a year. The rules are quite manageable -and interesting -when digested in small doses by anyone with a fifth grade reading level and a copy of "Elvstrom" or "Perry."

The Turkey sees racing as a game of chance. He sputters, "I bust my hump in a competitive job all week and I don't need this rules stuff when I'm out here to have fun!" The Turkey also thinks paying the entry fee is his only responsibility to the game. He is wrong.

Even sailors who want to do right often can't. From disuse they no longer grasp the rules well enough to apply them in the heat of battle. And even when sure of the facts, many feel it's no longer "politically correct" to make eye contact with an impenitent offender and say, "Do your 720 - or you will be dining late." The excuses these sailors bring back to the dock-like $50 protest forms -have become cliches: "He finished behind me...so I didn't protest," or "I'd rather be at the bar with a sandwich and my friends than in a protest hearing." But that's like saying, "I didn't report the crime because it wasn't in my neighborhood," or "because I was late for dinner."

To those sailors and editorial types who blame this malaise (or sagging regatta attendance) on the rules being too complicated and protests being too inconvenient, I can only say, "Welcome to the NFL." Sailboat racing is chess-not checkers. Without our sophisticated rules, the geometries of sailboats and racing close aboard would grant insurmountable tactical advantages to one competitor over another. (And require paramedics at leeward marks on windy days.)

As for protests being too inconvenient, yacht racing is, by definition, competitor regulated. That means enforcement is not optional, or distinct from compliance - it is compliance. And, in fact, to get us to hold up our end as umpires, the penalty for arguing an infringement is the same as for committing one. Thus red flags and 720s are merely the "tweet" of our referees whistles, and should not be taken personally.

Protest hearings should also not be taken personally. They can be brief, friendly, and rare...unless testy litigants, inept committees or witnesses who won't get involved make them otherwise. But even when they are overseen by hooded Draconians or tedious bureaucrats, protest hearings can still deter bad sailing, dispense justice, resolve damage claims, and illuminate the applicable rules in vivid detail. Without them, disputes just fade to bitter mutterings back at the bar, and that just lets the mistakes recur.

So, the letter and spirit of the racing rules are not mutually exclusive as some suggest. If enough racers aggressively sail by both, it will improve self-discipline, self-respect, tactical thinking, and sensitivity to the rights of others. Which are just a few of continued on page 28
Regional Results

Barrington is Butner's!!

New England Regional
Barrington YC
Barrington, RI
June 6-7, 1998

1. Andrew Butner, Plymouth, MA 5-1-4-1-4-X-2 16.5
2. Chris Houston, Anmble, PA 1-3-5-3-1-10-X 24.5
3. Tom Donahue, Brigantine, NJ 4-2-X-4-3-7-9 29
5. Paul Odegard, Glen Eaton, Ct 11-6-1-X-2-3 31.75
6. Bill Brangiforte, Weymouth, MA 3-4-8-7-X-6 35
7. Dan Karmovsky, Brookline, MA 9-11-13-X-1-1 45.5
8. Todd Kliger, Mansanet, NY 12-10-2-2-15-X-8 49
9. Allan Butner, Plymouth, MA 7-9-3-9-X-16 49
10. Drew Stainis, Sudbury, MA 10-8-8-X-11.11 54
11. William Cash, Catskill, NY 8-7-7-7-6-24-X 59
12. Brian Weeks, Plymouth, MA 14-14-11-3-X-3-5 60
13. Christine DelFespa, Centrev, TN 15-13-X-14-4-4 62
15. Anne Bucella, Quincy, MA X-20-20-11-2-15 70
4. Gordon Greck, Collmersville, CT 13-15-14-18-8-12-X 80
17. Bill Berts, Kimenet, NJ X-16-12-14-17-17-14 90
19. Patrick Kenny, Garden City, NY 18-17-19-19-X-12 103
20. Dick Darlington, Barrington, RI 16-21-16-20-20-16-X 109

Hank Takes GULF Coast!!

A small but talented fleet showed up to race. With winds in the 15-20 knot range and 1-2 foot seas, thirteen sailors competed in a total of eight races. Five races were sailed on Saturday and three on Sunday. At the end of Saturday seven competitors were separated by nine points. Daily firsts belonged to Clinton in Race 1, Ash in Race 2, Hank in Race 3, Bishop in Race 5, and Hank in Race 4. After Day 1, Hank had 16 points, Ash - 17, Bishop - 19, Todd - 21, James - 22, Clinton - 24 and Tommy - 25.

On Sunday, racing conditions were the same as Saturday's, but must have looked a lot worse as all sailors put in a Jens rig before leaving the dock. Once on the water many were taken out. After the first two races on Sunday, Hank and Ash were tied. An eighth race was needed to see who would win a trip to Puerto Rico for the 1999 Worlds. Hank and Ash finished first and second, respectively. Congratulations to Hank Saurage in qualifying for the 1999 Sunfish Worlds to be held in Puerto Rico.

Gulf Coast Regional
Bay-Waveland YC
Bay St. Louis, MS
April 25-26, 1998

1. H Saurage 4-5-1-2-1-4-1-1 14
2. A Beatty 8-1-3-3-2-1-3-2 5
3. T Edwards 5-2-4-4-6-2-2-3 22
4. J Liebl 3-7-2-2-3-4-5 27
5. B Stieffel 6-4-5-1-3-7-6-4 29
6. C Edwards 1-6-6-7-6-6-3-5 33
7. T Meric 2-3-7-6-7-6-S-S 53
8. P Waevers 9-9-9-9-8-7-7 47
9. P Christman 7-5-8-6-9-8-8-S 65
10. M Warren 11-12-F-11-10-8-8-8 68
11. A Carbonette 13-10-10-11-9-S-S 77
12. A Edwards 12-11-S-S-S-S-S 93
13. S Waller 10-F-S-S-S-S-S 94

Krawcheck Kruises

The 1998 Sunfish Southeast Regional Regatta was held at the James Island Yacht Club in Charleston South Carolina. It was a beautiful weekend with temperatures in the upper eighties. The sea breeze was predictable and began each day at about one o'clock and blew 8 to 10 with an occasional hit of 12-13. The current is always a challenge to both the local and visiting sailors; with an average tide of 5.2 feet the current in the harbor can reach from 2 to 3 knots. John Anderson, the SE Rep did an outstanding job of directing the event along with the race committee of Lenny Krawcheck, Blaine Ewing and Joe Wilson. In the Southern tradition of sportsmanship and fairness, all issues were settled on the water, therefore a protest committee was not needed.

The wind, coming from a strange direction (El Nino) might have confused Ken Krawcheck for the first race, but he figured it out after that. James Liebl had a tough time with junior sailor Stanley Hassinger who tied him and won the junior fleet. There was a healthy and challenging group of Juniors at this event with finishes, in addition to 3rd, of 5th and 6th; the oldest of these kids is 15 and the other two are 14 years old. Door prizes were given out to almost everyone and all had a good time.

Southeast Regional
James Island YC
Charleston, SC
May 30-31, 1998

1. K. Krawcheck <5>-1-2-1-2-2 8
2. J. Liebl 1-6-3-4-1-X 15
3. S. Hassinger 2-5-4-8-3-1 15 JR
4. P. Whitesides <10>-3-1-3-4-7 18
5. P. Hassinger 3-8<7>-7-8-3 26 JR
6. P. Wilson 4-7<15>-6-6-6 29 JR
7. J. Fragakis 8-2-5-2<15>-15 32
8. J. Anderson <9>-9-8-7-5-4 33
9. C. Frasch 7-4<15>-15-7-5 38
10. M. Frasch 16-11-6-9-9-9 39
11. C. Frasch 7-4<15>-15-7-5 38
12. Jama Robertson 13-14-11-10-10-10 54

Way to Go!!

Good Sailing!!

"Sunfish, Sunfish, Sunfish!!"
Courtney Young Wins Mid-Atlantic!

We started with 29 boats from 5 states Saturday, May 30 on a mirror and ended Sunday, the 31st, with white caps. So everyone should have had a little of what they like.

Certainly Courtney Young did with five races in the top four to win the marbles, the trophy that is, and the trip to Puerto Rico next year.

Chris Houston with two firsts then Scott Greenbaum, Malcolm Dickinson and our own Nicky Einthoven with one first each rounded out the top five.

Dave Davies in 7th place won the Senior Award. Bill Betts III, in 15th place won the Junior Award. Being the only woman to compete Nicky also took home the Woman's Award. We had planned not to give the top 5 any of the other awards. Also, the top Senior Award was available to those 50 and up.

Wow, oh for the throw-out. If we hadn’t gotten in the 6th race, the finish would have been - Courtney, Nicky, Brian Weeks, Scott and Malcolm. Oh for the throw-out.

by Ray Buchanan

Photos - Top right, the pack gets jammed up at the windward mark. Center right, Nicky Einthoven, Woman’s Champ; Center right, Bill Betts, Top Junior; Below, the fleet gets a tow! photos-Bob Inglis

Mid-Atlantic Regional
Hunterdon Sailing Club
Clinton, NJ
May 30-31, 1998

1. C. Young, Monroe, NY 2-4-2-9-4-3 15
2. C. Houston, Ambler, PA 1-5-15-5-7-1 19
3. S. Greenbaum, Baltimore, MA 5-15-7-1-2-5 20
4. M. Dickinson, Pelham, NY 13-1-5-6-6-4 25
5. N. Einthoven, Ewing, NJ 4-9-1-2-9-14 25 w
6. B. Week, Parsippany, NJ 7-1-8-3-3-7 25
7. D. Davies, Middletown, NY 7-7-3-11-8-10 37 s
8. B. Soule, Severna, MD 3-3-16-18-3-12 37
9. T. Donahue, Brigantine, NJ 21-12-13-7-1-6 43
10. George Jackson, Mtn. Lakes, NJ 8-8-19-8-10-11 45 s
12. R. Buchanan, Chatham, NJ 20-6-4-22-12-20 62 s
13. C. Engler, Murray Hill, NJ 9-19-3-13-21-1 67 s
15. B. Betts III, Kinnelon, NJ 25-17-25-12-16-13 83
16. J. Sullivan, Southold, NY 10-4-20-5-9 84 s
17. P. Campana, Haven Beach, NJ 14-26-27-24-13-8 85 j
20. J. Siefert, Summit, NJ 22-23-12-17-20-1900 s
21. J. Hegge, Pompton Pk., NJ 24-21-23-16-17-1592
22. T. Doris, Sparta, NJ 27-10-17-14-22-93 s
24. J. Carson, Brick, NJ 28-14-9-9-9 s 113 s
25. K. Mockridge, C. Moriches, NY 19-11-21-s-s-s 120
26. H. Henniger, Highland Lakes, NJ 17-20-14-9-s-s 121 s
27. B. Mohan, Somerville, NJ 23-22-25-21-25-9 s 121 s
28. R. Rosswaag, Milford, CT 11-6-s-25-23-124 s
29. R. Saccardo, Mineola, NY 18-25-22-s-s-s 130
Regatta Results

From the 1997 Regatta at Indian Lake YC from back left,
James Liebl, 1st;
Danny White, 3rd;
Liam Cavanaugh, 4th;
Mike Scriver, 5th; Tom Katterheinrich, 6th;
Jim Murphy, 7th;
Paul Wood, 8th;
Gail Tierlucky, 9th; 1st & 2nd Juniors &
Laura Tierlucky, 3rd. Jr.

Photo, Gail Tierlucky

1997 Super Sail
From left -
Chris Lowrie, 1st
Rich Chapman, 2nd
Danny White, 3rd
Sailor drinking beer,
Gail who is that?
Danny Who, 4th
and Top Junior

Photo, Gail Tierlucky

1997 Johnson Slough
Icebreaker,
Hinsdale, IL.
April 26, 1997
Right to left
Bob Findley, 1st
James Liebl, 2nd
Dan Feldman, 3rd
Paul Wood, 4th
Tom Katterheinrich, th

Photo, Gail Tierlucky

Gail sent me these photos for last spring’s issue and I was full, so here are the winners from 1997’s races in the Midwest, in the flesh! CC

Get those fish back in the water and Go Sailing!!!

Windward Leg - Summer 1998
John Meyer Wins in Virginia

Pelican Point Yacht Club, Union Hall, Virginia. The Blackwater Yacht Racing Association held its third annual Sunfish Regatta on June 13 and 14, on Smith Mountain Lake. There were 16 boats racing on Saturday afternoon and fourteen on Sunday. There was more than enough wind on Saturday with gusty conditions. The social on Saturday gave everyone the opportunity to mingle and tell their version of this windy event. Rear Commodores, Butch and LuAnne prepared a gourmet dinner for the hungry racers, and then followed it up on Sunday with breakfast biscuits and coffee. Sunday’s races had good wind and not so gusty as Saturday’s. John Meyer from Lively, VA won, Tom Hardy from Pelican Point YC took 2nd and Jack Clayton from Virginia Beach was third. Thanks to our race committees, Rear Commodores and Pelican Point YC.

by Charlie Manning
Fleet 686

Annual Sunfish Regatta
Blackwater Yacht Racing Assoc.
Pelican Point YC
June 13-14, 1998

Wefer Wins Fool’s Regatta!

Good weather prevailed for this year’s Fool’s Regatta again. Winds were moderate from the east and Doug Wefer once again showed off the speed that made him an All American in college. Good times were had by all and the competitors enjoyed chili afterwards in the clubhouse.

April Fool’s Regatta
Sea Cliff YC, Sea Cliff, NY
April 3, 1998

1. Doug Wefer 1-1-3-2-1-1 6
2. Brian Weeks 3-2-2-1-7-4 12
3. Jim Kohler s-3-1-9-4-2 19
4. Ron Saccardo 2-5-8-4-2-8 21
5. John Dawson 2-5-8-4-2-8 22
6. Jim Rankee 4-4-6-6-7-8 27
7. Ron Hill 7-7-7-5-5-5 29
8. Todd Klinger 6-6-4-7-3-6 32
9. Fred Bauerschmidt 9-9-10-12-9-11 48
10. Jeremy Barth 11-11-11-8-10-11 49
11. Miguel Alvarez 8-10-12-11-12-10 51
12. Dave Kruse 10-12-9-9-11-12 51

Sometimes if you are wondering why the heck you are racing, not doing so well, thinking it’s too cold, it’s too windy, it’s too hot, there’s no breeze, I went the wrong way... remember the words of boat designer Uffa Fox, “if you want to learn to cruise, you should first learn to race.”

Windward Leg - Summer 1998
Regatta Results

Report from the Bahamas!

The Marsh Harbor Sailing Club held a fun Saturday regatta in the harbor on Feb. 14, 1998. Five sailors competed in very light air. Three races were sailed in and out of the anchored boats. Visitors had a first row seat for the competition. A big MHSC thank you to Robert Key who singlehandedly ran the races.

1. Jim Kaighin 1-1-2 4
2. Philip Hall 2-2-1 5
3. Van Stratton 3-4-3 10
4. Liann Key Kaighin 4-3-4 11
5. Andrew Wilhoyte 5-5-5 15

Homer Lowe Memorial

Our practice day prior to the 1998 Homer Lowe Memorial Regatta was great fun. The juniors received some instruction on boat set-up and a brief skippers meeting on Pond Bay beach. The wind was out of the NE steady at 15 and a bright Abaco sun shone down. We carried the marks out in our boats and Jim set the course. It was short as we wanted to practice starts. This allowed us to stay in shouting distance of the leader. Jim Kaighin won all races followed by Liann Kaighin and Philip Hall.

The 8th Annual Homer Lowe Memorial Regatta was held in Marsh Harbour, Abaco, Bahamas. This regatta was honored to have sailors from near and far participate. Florida, Nassau, Hope Town and Marsh Harbour were represented. 13 boats in all registered and sailed the event. The overall winner was the son of Homer Lowe, Jimmie Lowe, of Nassau, Bahamas. It is a great tribute to his father that he won.

The first day of racing saw winds out of the NNW, 16-18 and lots of chop and rollers. Race Committee did a great job of keeping the course square. Much thanks to Lucien and Asterid Stratton, and Lilly Kaighin. They had the best seats in the house for the close finishes throughout the fleet. Also, we will all need to chip in for some new boots and gloves for Philip Hall. They mysteriously disappeared out of his cockpit prior to the first race.

Day two dawned with hardly a puff of breeze. Now Mr. Hall was really laughing, but we all knew that his knees were telling the tale. The first race was postponed as RC attempted to maintain the course relative to the oscillating wind. At last, we were under way in light wind 8-12 and flat water. The sun was baking and it felt like the middle of September. Thank God for zinc oxide and long sleeve shirts. Lunch was a welcome respite under the cool causarinas at Pond Bay beach.

The Awards dinner was held at Angler’s Restaurant in Marsh Harbour. Hand-made ceramic participation awards were presented as well as first, second and third, Top Woman and Top Junior. Commodore Philip Hall presented Jimmie Lowe with the hand-crafted floating trophy to have it back to Nassau for the umpteenth time in a row. Next year we will tell Jimmie to leave the floater on his wall and save him bringing it all the way to Abaco. Thanks to all who helped with Race Committee and Rainbow Rentals for their sponsorship of the chase boat. We look forward to the Ninth Annual Homer Lowe and if you are in the vicinity of Abaco next April, come join us for a great time! Our next race is the Annual Discovery Day Regatta, October 10-11, 1998 at Marsh Harbour SC.

Homer Lowe Memorial Regatta
Marsh Harbour Sailing Club
Abaco, Bahamas
April 24-25, 1998

1. Jimmie Lowe 1-4-1-2-1-2 7
2. George Damianos 4-1-3-3-2-4 13
3. Jim Kaighin 3-2-2-4-3-3 13
4. Robert Dunkley 2-3-4-1-6-5 15
5. Philip Hall 10-10-8-5-4-1 28
6. Van Stratton 5-5-6-8-7-9 31
7. Dave Kaighin 6-6-5-10-10-8 35
8. Lori Lowe 7-7-7-9-8-6 35
9. Clay Wilhoyte 14-14-14-7-5-7 47
10. Liann Kaighin 9-9-10-9-14 48
11. Andrew Wilhoyte 12-14-14-6-11-10 53
12. Charley Cooke 8-8-9-14-14-14 53
13. Thomas Bethel 11-14-14-12-12-11 60

Back left - right - Thomas Bethel, Liann Kaighin, Dave Kaighin, Clay Wilhoyte, Jim Kaighin, Astrid Stratton, Lily Kaighin, Jimmie Lowe, Robert Dunkley.
Front left to right - Van Stratton, Andrew Wilhoyte, Philip Hall, Lori Lowe, Charley Cooke

22 Windward Leg - Summer 1998
Sunfish Racing East & Gulf Coasts, Florida

by Mindy Katz

The fifth Pixie was held on 5-17-98 at the Gulfport Yacht Club. Winds were 5 to 10, with "washing machine" chop. Rod, Nancy, and Joe spent the afternoon battling it out with each other. Rod won the first two races by a small margin. Nancy had her turn in the Gulfport Yacht Club. Winds were 5-10, with each other. Rod won the first two races and Joe spent the afternoon battling it out in the fleet going into the third race but as usual Paul woke up and slipped ahead at the last minute.

Quite behind the three leaders was the rest of the fleet. Mindy led the rest of the fleet going into the third race but as usual Paul woke up and slipped ahead at the last minute.

Audrey Creamer, the leader in the B fleet, had an explosive day finishing each race better than a third of the A fleeters.

A Fleet
1. Rod Koch 1-1-2 4
2. Nancy Haberland 2-2-1 5
3. Paul Strauley 8-6-3 17
4. Mindy Katz 4-4-9 17
5. John Spray 5-8-4 17
6. Joe Blouin 3-3-c 20
7. Ed Nist 6-9-5 20
8. Dave Kaighin 9-5-8 22
9. Erik Erickson 10-10-6 26
10. Dave Van Cleef 7-7-c 28
11. Joe Creaney 11-11-7 29
12. Rick Pantall 12-12-11 35

B Fleet
1. Audrey Creamer 1-1-1 3
2. Barbra Meyer 3-2-2 7
3. Jay Monten 2-3-3 8
4. Sarah Reeves f-c-c 18
5. Marge Joiner f-c-c 18

Many thanks to the Gulfport Yacht Club and Jeremy Dixon for running the races.

If you would like more information about sailing in Florida, contact Paul Strauley at 813-734-4108 or email mskatzenjuno.com

Todd Edwards Wins Texas State Championship

by Todd Edwards

Twenty-six sailors gathered at the Houston Yacht Club June 13-14, 1998, for the Texas State Sunfish Championships. Todd Edwards showed his usual consistency over varying conditions to take top honors.

This regatta, last held in 1982, proved to be an excellent tune-up for the North Americans as most of the top Sunfish sailors in Texas and Louisiana showed up. Todd established his lead on Saturday in the 10-15 knots conditions and managed to hang on as the wind gods greeted the fleet first thing Sunday morning with a 20-30 knot southwesterly. After a slow start in race 1, Eric Faust came on strong with the building final three races to take third.

John did show the fleet his heels after figuring out how to use the dagger board (skinny edge goes aft, John), by winning the final three races to take third.

Texas State Championships

Houston Yacht Club
La Porte, Texas
June 13-14, 1998

26 Boats
Wind: Sat 10-15, Sun 20-30
Top Master: John Bartlett Top Female: Shannon Bush Top Junior: Ryan Harden

Mt Dora, Florida - Dave Van Cleef!

by Mindy Katz

19 Sunfish competed at the annual regatta held on Lake Dora in Central Florida. On Saturday the wind was 5-12 and very shifty. On Sunday we did not get a race off. Here are the results:

1. David VanCleef 3-2-1 6
2. Joe Blouin 2-1-4 7
3. Mike Catalano 1-5-6 12
4. Paul Strauley 5-7-3 15
5. Gail Hauser 4-4-8 16
6. Dale Dunston 12-3-2 17
7. Mindy Katz 6-6-5 17
8. Lois Blodgett 8-9-7 24
9. Don Acker 11-8-9 28
10. Jerry Callahan 7-10-12 29
11. Erik Erickson 9-12-11 32
14. Stan Woodruff 14-14-14 42
15. Sharon Woodruff 16-11-15 42
16. Norman Castle 15-16-17 48
17. Terry Cooper 19-17-18 54
18. Colin Banks 54-16 56
19. Peggy Seeley 17-4-4 57

Regatta Results

"Hot enough for you?"
The 30th annual Bolton Lake regatta was marked by shifty winds in which no one won more than one race, and the first 4 places were each separated by 2 points. (Hey - this was Bolton Lake. Winds were supposed to be shifty). At the end of the day, Malcolm Dickinson came out on top of the throw-out series.

Bolton Lake Regatta
Bolton Lake Sailing Club
Bolton, Connecticut
May 17, 1998

1 Malcolm Dickinson, Pelham, NY 4-2-6-1 13
2 Steve Langford, S. Windsor, CT 1-6-5-3 15
3 Lee Parks, Newport, RI 6-5-1-5 17
4 Allen Butter, Plymouth, MA 2-1-9-7 19
5 Drew Stanis, Sudbury, CT 5-4-11-4 24
6 Rapid Butter, Plymouth, MA 7-7-2-11 27
7 Larry Cochran, Manchester, CT 3-12-12-2 29
8 Ken Charles, Manchester, CT 13-3-4-10 30
9 Darin Keech, Quaker Hill, CT 11-10-7-6 34
10 Peter Beckwith, Wayland, MA 8-8-14-9 39
11 Bernie Spe nce, Milford, CT 5-4-11-4 24
12 Steve Langford, S. Windsor, CT 6-5-1-5 17
13 Mary Charles, Manchester, CT 9-9-13-8 39
14 Ernie Morris, Willington, CT 10-14-8-12 44
15 Todd Edwards, Manchester, CT 12-11-10-13 46
16 Sass Bay, Quaker Hill, CT 16-13-3-16 48

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ABOUT Sunfish CLASS MEMBERSHIP

The International Sunfish Class Association was granted international status by the International Yacht Racing Union in 1984. 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 US. By joining USSCA, members are automatically members of ISCA.

All US 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 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 Measurement Rules and Constitution, the Annual Regatta Schedule and the class newsletter, the Windward Leg, containing articles on how to enjoy, maintain and race your Sunfish and regatta reports. 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 is required in order 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 US where there is no Sunfish Class Association, may join the USSCA and receive the Windward Leg by sending the membership application and appropriate fee to the address below.

USSCA MEMBERSHIP APPLICATION

Name ___________________________ Sex* ___________________________ Birth Date ___________________________ Sail Number** ___________________________

Additional Family Members: ___________________________________________ ___________________________________________ ___________________________ ___________________________ ___________________________ ___________________________ ___________________________________________ ___________________________________________ ___________________________ ___________________________ ___________________________ ___________________________ ___________________________________________ ___________________________________________ ___________________________ ___________________________ ___________________________ ___________________________ ___________________________________________ ___________________________________________ ___________________________ ___________________________ ___________________________ ___________________________ ___________________________________________ ___________________________________________ ___________________________ ___________________________ ___________________________ 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Windward Leg - Summer 1998
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Mailing Labels for distribution of regional newsletters or regatta notices, etc. may be ordered for $15.00 plus $.06 per name. Allow two weeks for delivery. New Sail Numbers may be ordered by sending a check for $12 (current members) or $15. (nonmembers) payable to USSCA. These are sticky back, official 10" black cloth numbers. Include your name, address and sail number. Membership information can be obtained from the office or your regional rep.

Please send me interesting stories about your sailing experiences, including fun family times in Sunfish. The Sunfish Class survives because everybody in the family can sail and have fun, whether racing or just goofing around. Get your kids in the boat, your wife, husband or friends and make it a Sunfish weekend. Many sailors come back to Sunfish to hone up on racing skills, tactics and rules and find out sailing Sunfish can be the most fun of all. See you on the course! CC

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the reasons sailboat racing is a such great practice for life, instead of just another empty calorie burning hobby.

The Consequences of Mushy Compliance

We don't know who sailed better, the guy in front complying with 98 percent of the rules, or the guy behind complying with 100 percent.

Even minor cheating is like setting back our bathroom scale or lying to our psychiatrist. It deludes us with false satisfaction and diminishes our motivation to improve. Yet only by "improving" can we feel like winners regardless of where we finish.

Sailors who are allowed to oil their way out of penalties will continue to endanger others with maneuvers like barging, tacking too close and port/starboard crossings.

A skipper who excuses another's infringement cheats the rest of the fleet just as the infringer does. When the unpenalized infringer continues in a position he doesn't belong in, he impedes unfairly all who must then dip his stern, eat his bad air or even yield to him at a mark. In addition, everyone he then "beats" is scored one place below where they belong. And that extra point could be important to someone later in the series.

Besides diminishing the quality of racing for everyone else, the cheater also deprives himself of the opportunity to do what is right, which can be quite ennobling. This is especially true if no one else noticed the infraction.