Canandaigua Shines for Sunfish North American Championships

By Tom Casey
2004 Sunfish NA Chairperson
Canandaigua YC Vice Commodore

Despite foul weather, light air, suspect commercial fishermen, and a host of other challenges throughout the week, the 2004 Sunfish North American Championship hosted at Canandaigua Yacht Club from July 12-17 was an overwhelming success!

I owe many thanks to the efforts put forth by the CYC volunteers who worked diligently and in unison to make this event happen. My hat is also off to all the participants who came, and praise their good sportsmanship, excellent skill, and all the fun we had together.

The field was perhaps the best in many years. A total of 88 boats competed in varying conditions (from rain, to heavy air, to drifters) during the week. Our Principle Race Officers and the entire Race Committee did an outstanding job managing the racing throughout the week, overcoming the loss of the Qualification series to light air, thunderstorms all day Wednesday, and no air again on Saturday to provide a completed Juniors Championship, and enough racing for the Overall Championship to provide the fleet with a throw-out.

Eduardo Cordero established an almost insurmountable lead after the first day of racing by winning the first 4 races in a row, and won the event with only 9 points over 7 races.

Continued on page 2

Edwards wins 2004 Women’s NA Championship

By Judi Foote and Texie Randle

After taking second place three times in six previous attempts, Anne Edwards (Baton Rouge, LA) won the Women’s North American Championships at Cheney Lake, Kansas. Hosted by the Ninnescah Sailing Association, the regatta sailed July 30-August 1, 2004.

Unfortunately, because of timing of other NA events and maybe because of location, more women sailors didn’t come to experience the Midwestern hospitality, great accommodations, and challenging winds offered in Kansas. With winds steady at 15-22 mph, and gusts peaking at 27 mph, temperatures in the high 80s and evening lows of high 60s, 19 competitors from Delaware, Mississippi, Louisiana, Texas, and Oklahoma vied for the coveted centerboard trophy in seven races.

After two days of high wind racing, Edwards was first overall. Close behind Edwards were Katja Riise and Melissa Chapoton, (both of Bay St. Louis, MS). Katie Toles (Oklahoma City, OK) took fourth place and Skeeter Chilton (Sand Springs, OK) finished in fifth place. Chilton also took first place in the women’s Masters division.

For scores and additional event coverage, please turn to page 4.

Williams Wins US Masters Title

By Mike Fortner

With 27 points and two first place finishes, Chris Williams (Philadelphia, PA) won a tiebreaker with Cape Cod’s Drew Staniar to win the 2004 USSCA Masters Championship Regatta, held June 26-27 at the Rochester Canoe Club. Mike Ingham (Rochester CC) was third, Rich Chapman (Libertyville, IL) was fourth, and Mike Fortner (Rochester CC) rounded out the top five.

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Regattas for 2004

Sunfish Worlds
Hyannis YC, Hyannis, MA
September 18-25, 2004

Central, South American, and Caribbean Championship
Salinas Yacht Club, Salinas, Ecuador
November 23-28, 2004
North Americans
Continued from page 1

Notable performances at the top of the fleet included the Master’s Fleet winner Derrick Fries. Derrick was second overall with 24 points. Third place finisher David Mendelblatt had just 28 points. The top junior was Daniel Hesse. Daniel finished in 15th position overall in the Championship Fleet after winning the 2004 Junior NA Championship earlier in the week. The Women’s Fleet Champ was Jean Bergman, finishing 27th overall with 144 points. The 2004 Alcort Fleet Trophy went to junior sailor Dan Glashausser.

Congratulations to all who participated in the 2004 Sunfish North American Championships!

Hesse is North American Junior Champion

<table>
<thead>
<tr>
<th>Rank</th>
<th>Name</th>
<th>Points</th>
<th>Finish</th>
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<tbody>
<tr>
<td>1</td>
<td>Daniel Hesse</td>
<td>2-2</td>
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<tr>
<td>2</td>
<td>Dirk Resler</td>
<td>5-1</td>
<td>6</td>
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<td>3</td>
<td>Conner Blouin</td>
<td>1-5</td>
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<tr>
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<td>Nathan Maier</td>
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<td>7</td>
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<td>7-4</td>
<td>11</td>
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<tr>
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<td>3-11</td>
<td>14</td>
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<tr>
<td>7</td>
<td>Simon Stampe</td>
<td>6-9</td>
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<td>8</td>
<td>Joseph Stromolo</td>
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<td>Corey Charles</td>
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<td>Eric Frantz</td>
<td>8-OTL</td>
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<td>Dan Glashauser</td>
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<td>Lauren Happer</td>
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<tr>
<td>20</td>
<td>Patrick Casey</td>
<td>DNF-OTL</td>
<td>30</td>
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</table>

2004 Sunfish Junior NAs,
Back Row: Kyle Charles, Dan Glashausser, Joseph Stromolo, Charles Korey, Krysta Rohde, Simon Stampe, Dirk Resler, Daniel Hesse, Patrick Casey, Corey Charles
Front Row: Lauren Happer, Nathan Maier, Steven Powers (Midget Champ), Devon Rohde, Conner Blouin

Mark Califano (NJ) after a race.

Jean Bergman (MI) dives down the Slip N’ Slide™

Pat Manning (TX) takes a breather between races.

Sunfish Junior Champion Dan Hesse accepts the championship trophy from USSCA president Vic Manning.

Windward Leg
Editor: Peggy Malecki

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, families, and friends. Subscriptions are available through membership in USSCA or NSCA.

For membership information write:
U.S. Sunfish Class Association
P.O. Box 300128
Waterford, MI 48330-1028

Informative articles of interest, features, photos, and all regatta results are encouraged. For results, include in finish order: full name, hometown, club affiliation, race-by-race complete finishes, final scores, 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 (email preferred):
Peggy Malecki
570 Skokie Ave.
Highland Park, IL 60035
peggymalecki1@comcast.net
847-780-4747 ph/fax

Submission deadlines for future issues are:
2004 - #3: October 15, 2004
### Championship Fleet Results

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Points</th>
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<tbody>
<tr>
<td>1 Eduardo Cordero</td>
<td>1-1-1-3-2 (DQ)</td>
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<td>2 Derrick Fries</td>
<td>12-2-4 (11) -5-1-1</td>
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<td>3 David Mendelblatt</td>
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<td>4 Jeff Linton</td>
<td>(18) -8-7-4-1-10-4</td>
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<td>5 Greg Gust</td>
<td>7-9-2-7-8-8-3</td>
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<td>6 Chip Clifton</td>
<td>2-7-6-(24)-7-14-5</td>
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<td>7 Malcolm Smith</td>
<td>4-13-9-13-2-6 (37)</td>
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<td>8 Donald Martinborough</td>
<td>10-16-8 (32) -9-4-8</td>
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<td>9 Scott Greenbaum</td>
<td>3-5-6 (DQ) -18-16-14</td>
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<td>10 John Krzywic</td>
<td>15-4-19-2-6-19 (46)</td>
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<td>11 Bill Brangforte</td>
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<td>12 Charlie Clifton</td>
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<td>13 Todd Edwards</td>
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<td>24 Doug Snyder</td>
<td>23-20-30-8-32-21-(39)</td>
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<td>25 Stephen Manson</td>
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<td>26 Don Bergman</td>
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<td>45 William Schmidt</td>
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<td>53 Marguerite Koehler</td>
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### Alcort Fleet Results

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<td>54 Dan Glashauser</td>
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<td>55 Joseph Strumolo</td>
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<td>56 Ralph Simpson</td>
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<td>57 Constance Miller</td>
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<td>58 Tom Katterheinrich</td>
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<td>59 George Jackson</td>
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<td>60 David Miller</td>
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<td>63 Michael Schmidt</td>
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<td>65 Paul Odegard</td>
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<td>66 Christian Pezalla</td>
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<td>88 Devon Rohde</td>
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*Windward Leg - Issue 2, 2004*
A Proud Sunfish Husband

By Todd Edwards

Arriving on Friday morning with zero wind and chilly temps, Team Gulf Coast started to unpack and check out the new surroundings for the 2004 Sunfish Women’s North Americans. Ninnescah Sailing Association has a beautiful new clubhouse that has a balcony around the waterfront side of the clubhouse. The launching beach is a hundred yards long and is within a stone’s throw of the clubhouse.

The girls tried to practice around noon time but still no wind. Where was the awesome wind we had heard about? Finally, around four o’clock, some wind filled in, and the race committee had some practice starts and a race. By dinnertime, the wind was pumping up and foretold the next day’s racing.

We woke on swaying trees and big cat’s paws running downwind to the starting line. I spent the morning putting in countless Jen’s rigs and a few reefs for the skippers who were of slighter build.

After the competitors left shore, a club member brought his 50-X telescope out to a small point which made up one side of the harbor. It allowed us to read the course and heading board on the committee boat, as if it was at arm’s length. With the wind at 15 to 18 knots and puffs over 20, the women started the first leg of a five-leg windward/leeward course. The three Gulf Coast sailors jumped out to a small lead and traded lee bows and crossings right up to the top of the windward mark. Skeeter Chilton rounded the mark first using a full rig. The Gulf Coast girls, Katja Riise and Melissa Chapoton, were second and third, followed by Anne Edwards. Following close behind, and always threatening from the corners, were Katie Toles and Nancy Hastings Jaywork.

No places changed down the leeward leg. Then came the long uphill battle. With Clinton Edwards (#2 dolly daddy) cheering on his two girls, I was watching my girl hit shifts and using leverage to battle the other skippers. At the second windward mark, Anne was now second with Katja in first and Melissa in third. Anne had her hands full keeping a cover on Melissa. Down the fourth leg nothing changed. Up the long weather leg to the finish was exciting to watch. From the point we were occupying, the power of the long lens let us spectators participate in every tack and every wind shift up to the finish line. About two thirds up the leg, Anne began a tacking duel. Anne was leeward and ahead, tacked onto port and took Katja’s stern. Anne went a few yards and then tacked back onto starboard. This gave her the advantage she needed to lead Katja to the port tack layline. Anne tacked when Katja tacked and led for the first time. The next 30 seconds, I had the willies until the cannon went off and Anne had won the first race.

The following races were just as exciting to watch. A comment was heard that the race committee was considering a fifth race on Saturday. Another comment followed the first, and I paraphrase “the P.R.O. will be popular with the women but not in a friendly way – if you know what I mean!!!”

There was no fifth race that day.

We woke on Sunday to a view of the sun rising over the lake and the moon setting over the prairie. The wind had blown all night, but the forecast of heavier winds did not come true. It was another perfect day for sailing.

Anne and Katja continued to duel it out to every finish line. But I think it was Anne’s time to win this regatta, being second three times previously.

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CLASS OFFICE SERVICES

For Class information or to receive a Class membership application form, please go to www.sunfishclass.org (under “Join the Class”) or contact the Class Office.

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 $12.00 (current members) or $15.00 (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.

Sailing videos are available for rental. Contact the office for titles.

Please send change of address notices to the Sunfish Class office before you move!

Call Peg Beadle at 248-673-2750 or email: sunfishoffice@aol.com for information.

Sunfish Class Office - PO Box 300128 - Waterford, MI 48330-0128.
Williams Wins US Masters Championship

Continued from page 1

Thirty-six boats from across the country completed the nine races that were held over the two-day regatta.

The first three races on Saturday were held in a 7-14 mph shifty breeze from the west. As the boats were breaking for lunch, a nasty squall came through and shifted the wind to the north. Three races were held in the afternoon and the velocity increased. There were a few equipment breakdowns among the top 10, with Mark Weider (Rochester CC) breaking a mast step in the fifth race. Chapman broke a rudder about 25 yards from the finish line in the sixth race. The last race was completed in a steady 12-18 mph breeze from the north.

Sunday racing was also completed in breezy conditions, starting from the west and shifting towards the north as the morning went on. The competition was very tight, with a three way tie between Williams, Staniar, and Ingham going into the last race.

There were seven different race winners in the regatta. Staniar was very consistent, placing second overall without winning a race. Supreme Master Don Bergman (Holland, MI) won the last race of the regatta.

In addition to placing first overall, Williams was the top Apprentice Master. Finishing second, Staniar was the top Master. Jim Greenfield (Cooper River YC) took Grand Master top honors with his eight place finish, and Bergman was named top Supreme Grand Master in tenth place. Connie Miller (Dewes, DE) was the top woman Master.

Please turn to page 6 for reflections on the Masters by immediate past Masters Regatta Chair Gail Turluck. We also present an alternate view of the final results, as broken down by competitor age group.

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2004 US Masters Championship, Front Row, L-R: Rich Chapman, Mike Ingham, Drew Staniar, Chris Williams, Scout Row, L-R: Joe Sullivan, Rich Chapman, Mike Fortner, Ron McHenry, Mike Ingham, John Meyer, Mike Fortner, 2nd Grand Master; Connie Miller, 1st Woman; Mike Fortner, 5th; Ray Buchanan, 2nd Supreme Grand Master; Joe Sullivan, 3rd Grand Master.
Masters Reflections

By Gail M. Turluck

Looking back over the last six years that I have served the International Sunfish Class Association as Masters Chair and the United States Sunfish Class Association as Masters Coordinator, I see a period of excitement, development, growth and fun. As we welcome a new ISCA Masters Chair and USSCA Masters Coordinator, Frederick “Fritz” Hanselman, I am confident Sunfish sailors worldwide are being placed in good hands and can look forward to continued firm and open leadership.

Fritz and his family -wife Holly, son Erik, and daughter Jorie- have taken to the Sunfish scene with ease over the last few years. Fritz has been sailing most of his life, and much of his summer sailing is done straight down the fine line of fun vs. survival-of-the-fittest contest, but something excitement, development, growth and fun.

With this development, an opportunity to have the U.S. Masters Championship in the Florida Peninsula region became a reality for the first time. To give U.S. Masters sailors the opportunity to make their beloved trek to Florida in late winter, the 2005 U.S. Masters Championship was awarded to the Sarasota Sailing Squadron for March 4-6, 2005, with Cindy Clifton serving as Event Chair. As with all U.S. Masters Championships, there will be a practice day and two days of racing. Participation is open to all Masters sailors. They must be ISCA members (by joining their National Sunfish Class Association) and have reached their 40th birthday by the first day of racing, which will be March 5.

Development of routine U.S. Regional Masters Championships has been uneven at this point. Clubs and fleets are encouraged to consider hosting such an event and should contact their Regional Representative this fall to set a date for 2005. Written guidelines for hosting Masters Championships are available from the Masters Coordinator.

Organizations that are interested in hosting Masters Championships in the future should contact Fritz Hanselman and provide him with as much information as possible about what would make their club and volunteers best suited to hosting these fun championships to give him the information he'll need to select the best qualified hosts possible. I'm confident you will provide Fritz the support I have enjoyed. Make your plans now to get involved in this fun and rewarding part of the Sunfish sailing world!
Avoid Failure of Your End Cap Eyes

By Paul Odegaard

Are you concerned with the strength of the plastic end caps on your spars? This article shows you a way to reduce stress on your end caps.

Remember that the older end cap fairleads had a shear problem in heavy air? A simple stress-avoidance scheme is shown in the accompanying photo.

By positioning the outhaul/uphaul line fairleads (legal under Rule 3.5.6) close to the end caps and 180 degrees from the sail, the line stresses are now concentrated onto the end of the caps rather than on the marginal strength plastic fairleads ("eyes").

After repositioning, be sure to the outhaul/uphaul line fairleads securely to the spars with filament (strapping) tape to prevent future rotation.

Windward Leg Ad Rates

These rates are in effect through 2004

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<thead>
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<th>Ad Size</th>
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</table>

If your ad does not conform to these sizes, you can purchase a custom-sized ad at only $4.50/sq. inch.

A 10% discount applies to display ads paid within net 30 terms. Ads not paid within 30 days of the first billing will be charged at the full listed rate.

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The 2004 Hyannis Sunfish World Championship is almost here, and racers are looking forward to competing against Sunfish sailors from around the world.

Those not attending this year's World's are likely eyeing the 2005 Championship, scheduled on the Caribbean Island of Martinique in May of 2005. That event has been moved forward from the traditional fall schedule to avoid any potential hurricane activity in that region. It promises to be an exciting event. Stay tuned for further news.

Now a word for the 95 percent of our Sunfish sailors not involved with the class World Championship. I have seen over the summer, through the eyes of the Lake Wawasee (IN) Sunfish Fleet #680 two exceptional qualities that the Sunfish offers. First, the Sunfish is a boat that can be raced by 8-year-olds along side of 80-year-olds, or three generations at once on the same race course. Not many sports, or classes of boats, can boast this.

Second, the Sunfish is an excellent boat for those wanting to learn to sail or race. It is an ideal boat in which either one or two juniors, or an adult, can develop their sailing and racing skills. The Wawasee Yacht Club uses the Sunfish as an intermediate training boat, as do many other clubs, community centers, the Red Cross, etc. It has good stability and is sensitive to sail trim and steering. It engenders enthusiasm, which translates into sailing opportunities on other club boats, increased yacht club social activities, and membership. Consider these qualities as you promote the Sunfish in your own club. Through the Sunfish and the efforts of its members, the Wawasee fleet has tripled in size in the last three years.

Finally, here is a rigging thought on an outhaul system as tested in our fleet racing. This is not a new idea, but one I have tried that seems to work better than any other I have used in several years. I use approximately 25 feet of Marlow Excel D12 7/64 inch (2.5mm) diameter low creep Dynema line. Any other similar type of line should work as well.

Begin with a 2:1 purchase at the clew. Tie an Australian bowline (an overhand knot on the end looped around and through itself) or a standard bowline on the boom end cap, lead it forward through the clew grommet, and then back through the end cap.

Next, attach a CL236 aluminum clam cleat to the boom (bottom-starboard quarter, approximately 9'-2" or 280mm forward of the boom end) with a hose clamp. You could later screw or rivet it in place as desired.

Lead the line forward through the cleat. Place a 2:1 purchase aft of the cleat (see photo), then lead the line forward and twist it once around the boom (starboard side to port side, to ensure it gets a firm seat in the cleat). Continue the lead around the gooseneck (port side to starboard) and then dead-end it back to the mainsheet block eye strap on the deck. Leave just enough slack to allow full ease with the boom in various gooseneck ranges (14" from end cap in light air to 22" from end cap for heavy air).

To tighten the outhaul on either tack, pull sideways and then back on the line between the eye strap and the gooseneck. Because the line is thin, it helps to add several “single crochet” loops where you pull as shown in the photo, viewed on starboard tack.

This outhaul is easily reachable to trim on either tack. To loosen the outhaul on either tack, release the line from the clam. To limit the amount of ease, place a stopper knot either at the clam or at the boom end cap.

Hopefully, this system will help you easily adjust the outhaul for changing wind conditions and make sailing the Sunfish an even more enjoyable and safe experience.

Good luck and good sailing!  
-Dick Tillman
Thank you to Canandaigua YC for hosting these year's North American Championships. It was a job well done! Organizer Tom Casey, and his team did an admirable job, considering the weather conditions they had to work with. Your race committee, headed by Jim Mueller, was fantastic in adjusting to the class's needs, getting the required number of races in, and dealing with the thunderstorms and lack of wind. From all of us who attended the event, we appreciated the club's hospitality, great food, use of club facilities and grounds for camping, and the Slip 'N Slide you put out. What a great place to have a regatta!

Congratulations to this year's North American champion: Eduardo Cordero (Championship Fleet), Dan Glashausser (Alcort Fleet Champion); Daniel Hesse (Championship Fleet), Ron Kuklewicz (New York Regional Rep) Rose Hamm Rowland (Southeast Regional Rep) and Paul Strauley (Florida Peninsula Regional Rep). Your Class President once again is Victor Manning. I had not planned to run for the position, mainly because Pat Manning wanted to be the Treasurer. However, an overwhelming number of members nominated and voted for me from the floor. I thank you for the vote of confidence and the privilege to serve the class for another two years.

If you or someone you know wants to be considered for a position as a Class representative, send written nominations to the Class Secretary and the Nomination Committee by March 1st for inclusion on the ballot. Late requests will be announced at the General Membership Meeting for a floor nomination and vote. The Council proposed and accepted that we put the job description on the web site. Description will be posted in coming months for each USSCA position.

The entire web site will be revised in the next couple of months. It will include information on class membership, how to start a fleet, and guidelines and requirements for USSCA positions. We will also post such items as rigging tips, and information for organizing and running a regatta. Other improvements will be a notice board and a revised links section. The regularly updated message board will give you a great opportunity to see what's going on in the Class.

The Class will be considering a proposal to allow a new rudder. This is the same proposal presented some 10 years ago in conjunction with the new centerboard. It was not pursued at that time due to the extra cost that would have been incurred if both had been produced. Now that Vanguard has produced a plastic rudder that does not meet Class measurements and is not willing to change it (being too short by ¼" and wider than the official measurement jig), some people are saying it's time to get a rudder that does not split, meets current measurements, and compliments the current centerboard and larger race sail.

The USSCA Council agreed to test a new board originally designed by Larry Cochran in events around the country. Results will be posted on the web site and presented at next year's NAs, where we will vote for or against a new rudder. If accepted, we will send a request to the World Council to build a new rudder. Once approved by the World Council, Vanguard would be authorized to produce a new blade that meets current class measurements. A copy of the proposal will be put on the web site for your review and as well as results as they come in. If you have comments or suggestions, please send them to me, Gail Turluck (Class Secretary), or Tom Whitehurst, who will be the lead evaluator for this project.
Class News

Mid Year Membership Update
by Mindy Strauley
USSCA Membership Chairman

USSCA membership has declined slightly when compared to last year at this time. The fluctuation in membership levels varies across regions. All information for 2004 is based on membership information as of June 1, 2004.

Our renewal rate is currently 80 percent, compared to 78 percent last June. The majority of members renew by mid year. We still have a half year to bring our renewal rate to 85 percent, a healthy goal that would surpass previous years. In addition to recruiting new members (the trend has been for the level of new members to double in the latter part of the year), more renewals could only help to grow the class membership. A two-year trend indicates that gains from the latter part of the year are particularly driven by the addition of new members as opposed to retaining past members.

The regional composition of the USSCA is similar to that of past years. The Mid-Atlantic region continues to be the most populated, accounting for 23 percent of the total membership. The New York and Midwest regions follow, each comprising 16 percent of total membership.

Membership increases are evident for three regions. Florida and the West experienced a steady increase in membership from June 2003, as well as from the end of the year 2003. The Southwest region experienced a jump in membership when compared to June of 2003, although has not yet reached the membership level experienced at the end of 2003.

Four regions show approximately the same level of membership as the same time last year. New England, the Southeast, Midwest, and Gulf Coast regions have nearly the same number of members as last June. The New York and Mid-Atlantic regions (our most populated regions) show declines in membership compared to last June.

Since 2002, the USSCA has not grown in members, but has instead fallen slightly. I encourage all regional reps to touch base with those in their region who have not rejoined. Perhaps we can learn something as to the “why” they have not renewed. This information will help us to better attract new members as well as to retain current enrollment. Please feel free to contact me with your insights.

Email: mskatz@att.net
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FIRE up your Intensity on the Race Course!

By Dr. Bruce Gillies and Mark van Stolk

Welcome back to our four part series on improving your racing performance!

In our last article (Fall 2003 issue of the Windward Leg), you may recall we discussed the first of the mental skills involved in gaining the edge during your racing: FOCUS. This article will discuss the second of these skills: INTENSITY. These are the first of the four elements of the FIRE formula for peak performance: Focus, Intensity, Relaxation, and Execution.

Let’s begin our story. It was a beautiful day with light clouds, clear blue skies, and the kind of sun you think you can almost reach out and touch. The temperature hovered in the mid-80s with a freshening 6 knot breeze from the northwest. Sarah, in her fourth regatta, knew she was set to go. Today was going to be her day to place in the top five of the 30 competitors. She had practiced, focused, prepared her new Sunfish, and was in great physical shape.

The three minute horn sounded and Sarah jockeyed for position near the race committee boat. She had her eye on the two boats closer to the RC boat than she was and she could see the others stretching out away from her. The wave motion was rocking her Sunfish and she was keenly aware of nearness to the starting line. She luffed and filled several times constantly aware of that line, just yards away.

Suddenly the starting horn sounded, startling her severely. The boats to windward of her shot out across the line. The boats to leeward were quickly widening the gap between her boat and their transoms. Frantically, Sarah heaved on her sheet and tiller hoping to fill her sail and fall off to gain some boatspeed. As she hauled away on her sheet, it filled, quickly – too quickly – and she found herself struggling to keep from capsizing. As she eased her sheet and her Sunfish rounded up, she noticed she was a good five boat lengths behind the nearest boats in the fleet.

What had gone wrong? She had prepared her boat, understood the starting sequences, and yet was still left bewildered.

Sarah’s problem was an over-intensity of her focus. Sarah had been so keyed in on and focused on the starting line, she lost her awareness of the other factors that would impact her ability to get a good competitive start. This included the other warning horns.

Does it happen often? Yes, all too often, and most often to new racers. The results may sometimes be worse than those Sarah experienced. Collisions, capsizes, and crossing the start line early are all possible outcomes.

While Sarah’s situation is an example of over-intensity, there is also the problem of too little intensity. Take the case of the baseball player who has not raised their level of intensity enough to compete. They have not prepared their muscles or mind for the task at hand. Likely they will be surprised by the fast-ball down the center of the plate.

Intensity is a skill that can be leveraged to maximum opportunity. Understanding the impact of the situation and the possible situations that may develop, planning for circumstances that may have a negative impact on the desired situation, and using mental imagery are all key aspects of acquiring and applying the right amount of intensity.

First, understand the situation for what it is worth. The beginning of a sailboat race is critical. In a 26-mile marathon, perhaps it is not worth the effort to be the number one starter. But in sailboat racing, particularly dinghy racing where the races are measured in minutes, it is absolutely crucial. Also understanding that the other racers around you are aware of its importance is critical. It will give you the necessary aggressiveness to place your boat in its rightful place, and be able to hold onto that position. All too often, a novice sailor may be intimidated by more seasoned veterans. You have every right to your position on the line, just like they do.

Awareness of potential negative impacts on your plans is important. Making contingency plans for possible collisions, someone getting too close, a splash, or other distraction will help you be prepared.

Using mental imagery is also important. You can use this technique days ahead of the actual race. In your mind, picture yourself in your dinghy. Use all of your senses. Use your sense of sight to “see” the other boats, your tell-tales, and the waves. Use your sense of touch to “feel” the imaginary wind. Imagine you can hear the starting horn, what are the first, second, and third things you will do? Even imagine you can “smell” the salt air.

Research has shown that while we use mental imagery, our muscles are actually practicing what we “see” ourselves doing. Imagery, used alone, can provide much of the same benefit of actual on the water practice. Professional athletes know that if used appropriately, mental imagery can help prepare for circumstances beyond their control. Imagining themselves as a short stop turning a double play, or their batting stance will get their muscles prepared to do the actual physical actions.

Imagery can be used from two perspectives: one in which you see yourself from an outside perspective, and one from an internal perspective in which you actually see what you will see when performing the actions. Both are valuable and both will help manage the level of intensity.

When professionals talk about giving 100%, they mean mental preparedness as well. Too much intensity will rob you of your ability to react, strain your muscles prematurely, and not allow you to be aware of your surroundings.

Not enough intensity, and you’ll miss the starting gate all together. Remember, the adrenaline rush is there to help you win the race. Manage that rush and you can manage your intensity.

Practice using mental imagery. It's a skill that will pay off in many ways. And the best part of imagery, you can use it anywhere or time. So when you are sitting in that boring psychology class, use mental imagery and GO SAILING!!!

Dr. Bruce Gillies is an avid Sunfish Sailor with a passion for sports psychology. He has conducted research on both team and individual sports and has been published in sports and industry journals.

Mark Van Stolk has more than 40 years of sailing experience and has coached sailing teams at MIT, Annapolis, and Georgetown University. He currently campaigns on a J/15 in Memphis, Tennessee and is the Commodore of the Tomato Alley Sailing Club.

Ask the Experts
Treasurer's report published as soon as possible. Another issue involved changes in the insurance for clubs. The Class contacted Gowrie, Barden and Brett to contact all US one-design classes regarding liability insurance for clubs. The Class contacted Gowrie, Barden and Brett on a number of occasions for Directors and Officers insurance quotes, but only received replies with information regarding insuring boat charters and boat rentals, etc. The USSCA Board determined it is interested in considering liability coverage for Class Officers and the Class Office, and will continue to investigate some form of insurance.

US Sailing Participation: US SAILING has two major meetings a year, in which USSCA member Lee Parks has represented the Sunfish Class for a number of years, serving dual capacity with her work for US SAILING and helping USSCA. The Class, recognizing her contributions as helpful, wants to continue to build its reputation and stature within US SAILING. To do this, the USSCA Board is interested in having additional individuals represent the Class who are able to attend breakout sessions at the meetings. This is done to lead to more national opportunities for the USSSA Sunfish Class. The USSCA Board appointed Clinton Edwards to represent the USSSA Sunfish Class Association at the 2004 fall and 2005 Spring US SAILING meetings and to pay the entrance fee and a portion of his expenses, with the understanding that he will provide a report to the President promptly after each meeting.

OLD BUSINESS

Rudder: Tom Whitehurst, Gulf Coast Regional Representative, has proposed changing the construction and dimensions of the Sunfish rudder. He is working with former USSCA Advisory Council representative Larry Cochran, updating the rudder blade design that was considered a few years ago.

At that time it was determined the expense of changing the rudder blade was too high, as the racing daggerboard had just been adopted and implemented. Whitehurst believes there is a need for an updated rudder blade and one of a different shape.

Why should the Class do it? The Class asked the manufacturer to develop a blade that would meet the current rudder design to the maximum dimensions. While the manufacturer developed a rudder of composite, reinforced material (like the daggerboard), rather than mahogany or other wood, the prototype came out ¾” too short and too fat for current approved dimensions. When the discrepancy was discovered, the Class asked the manufacturer to make adjustments to the mold with the Class paying for the change. At the time of the meeting, the corrections had not been made.
USSCA Annual Meeting Minutes, continued from page 13

Whitehurst seeks to have a higher performing rudder blade, taking the current sail and daggerboard into consideration in its design. The proposed rudder blade would fit in the current rudder cheek fitting and be constructed of a composite material. The design is a vertical blade, in comparison to the traditional sweepback design, has an airfoil shape like the daggerboard, will step in at the rudder cheeks so the space at the tiller straps is filled and there is no play, will kick up, the top of the rudder blade will not hit the cheeks to prevent splitting, and the blade will make the boat more responsive to tiller movement.

Former USSCA President Brian Weeks has volunteered to make a few prototypes that will be tested during the coming year. The USSCA Board reviewed the input from the membership poll that was done a few years ago on this issue and the response at that time was that a rudder shape built to the maximum dimensions allowed under the current rules was desired, but due to cost it was too soon to consider since the new racing daggerboard had been adopted.

Members with comments on the issue are urged to contact the USSCA President or Secretary as soon as possible. If the US Sunfish Class Association determines that it likes the design and is interested in having it adopted, the USSCA Board will recommend its adoption to the International Sunfish Class Association Advisory Council. Then, if the ISCA Board approves its adoption, it would go to the manufacturer for production.

Credit Card Payments: USSCA has been considering using Visa and MasterCard for Class payments, but decided not to adopt the use of Visa/MasterCard at this time due to the additional costs to the Class. The International Sunfish Class has adopted it use because of overseas funds transfers, instead of using letters of credit and wire transfers. Deposits for USSCA World Championship Competitors may continue to be paid with Visa or MasterCard because the regatta is an ISCA event.

Job Descriptions: USSCA will be updating its officer job descriptions and will publish those on the USSCA web site, so that people interested in a position can review the responsibilities for a Class position.

North Americans Format: The USSCA Board voted and approved that for future North American Championships that the System 3 Regatta format shall be used and the Championships shall be a three or four day event. The Class will maintain a 60%-40% split to define the Championship fleet and Alcort fleet. The Alcort Trophy recognizes the founders of the Sunfish, Alexander Bryant and Cortlandt Heyniger, and is the basis for the award to be awarded to the individual who is at the top of the bottom 40% of the fleet. The possibility of offering a second start to participants was discussed, but no action was taken.

The 2004 Championship was organized under System 1, featuring a two-day qualification series followed by racing in Championship and Alcort fleets. Due to the weather on the two qualifying days, no races were run or counted so the championship became a System 3 event by default. The Class will not discard the former systems but will keep them on the shelf. If requested, the Class may approve application of System 1 or System 2 Championship format for future North American Championships, though the request must be approved by the USSCA North American Championship Regatta Coordinator before the NOR is released.

NEW BUSINESS

Juniors: Lee Montes proposed making past Junior North American Champions automatic qualifiers for North American Championships conducted under System 1. The matter will be considered by the USSCA Board.

Block Use: A motion was made by Charlie Clifton that the US Sunfish Class Association direct our Advisory Council representatives to recommend, and further, that the USSCA World Advisory Council Representatives vote for, a provision that would allow the use of any manufacturer's block on the boom. The motion was seconded and PASSED, 24 for, 7 against.

2005 North Americans: It was announced that the 2005 Sunfish North American Championship will be hosted by Fleet 644, Lewes Yacht Club, Lewes, DE, chaired by Connie Miller and is expected to be held in mid-July.

Continued on page 15
Election of Officers: The report by the Nomination Chairman, Tom Katterheinrich, was presented and ballots were distributed. The floor was opened for further nominations and nominations were closed with the following candidates:

Nominations:
President: Martin Ottenheimer, Clinton Edwards, Victor V. Manning
Treasurer: Patricia Manning
Junior Coordinator: Clinton Edwards
Membership: No nominees
New England Region: Andrew Staniar, John Fonseca
New York Region: Ronald Kutkiewicz
Mid-Atlantic Region: Derek Stowe (declined), Constance Miller
Southeast Region: Rose Hamm Rowland
Florida Peninsula Region: Paul Strauley

Meeting adjourned at 4:54 p.m.
Respectfully submitted,
Gail M. Turluck
USSCA Secretary

2004 USSCA Financial Report
Submitted by Kathy Remmer

USSCA Fund Balance Summary
July 31, 2004

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USSCA Bank Balance Summary
July 31, 2004

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Statement of Revenues and Expenses (Unaudited)
For the seven months ended July 31, 2004

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So, you want to get published!
(How to get an article in the next Windward Leg)

We are always looking for news, articles, regatta results, and photos to publish in the Windward Leg, including:

- Local Sunfish Fleet activity (beyond regattas)
- Fleet building tips and success stories
- Technical "how to" stories for rigging
- Boat tuning and repair
- Racing techniques
- Recreational/cruising related stories
- Regatta management tips for local clubs hosting a regatta
- Articles written for and by Juniors
- Regional success stories
- Sunfish class historical articles
- International Sunfish activities
- Crisp action photos (especially close-ups of regattas)

The best way to get a story or photos printed is to send them to me directly. Articles posted to regional or local websites, or the Sunfish email groups may not reach my attention and therefore may not be included in the Leg.

This is the preferred format for all submissions to the Windward Leg:
- Send stories electronically in Microsoft Word or plain email text. Please try to avoid sending things that need to be retyped (handwritten or printouts).
- Send race results in an Excel or Word file. Keep it simple, highlight the throwouts, put names in First Last order. (Scanned and hand-written results are discouraged, as they need to be retyped and can be messed up by the typist!)
- Electronic photos at 150-300 dpi are preferred to prints that need to be scanned. If you have a choice, send the digital photo. Please be sure to identify everyone in the picture, where it was taken, and who took the photo.

Send your articles and photos:
EMAIL: peggmalecki1@comcast.net
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Windward Leg - Issue 2, 2004
Martinborough Takes Five to Win Homer Lowe Regatta
By Liann Key Kaighin

Fifteen sailors showed up on Saturday, July 3, 2004 for the 14th Annual Homer Lowe Memorial Regatta, held off Pelican Beach, Marsh Harbour in Abaco, Bahamas. Ten entrants traveled via the fast ferry from Nassau, and five local sailors tried valiantly to defend the title won last year by Jim Kaighin (Little Orchard).

The first race of the day saw sunny skies and a good breeze out of the east, enough wind for some sailors to have to put in their J ens rig. This allows lighter sailors to depower their sails and keep the boat upright in heavier conditions. The first race of the day was won by three time world champion, Donnie Martinborough (Nassau). Even as the last boats were finishing the race, ominous thunder clouds were building to the west, and the remainder of the races had to be postponed.

Sailors and spectators enjoyed the down time, snacking on lunch and sharing regatta memories. After the storm blew through, the balance of the races were begun at 3pm, and a total of five races were able to be completed. Winds were much lighter than the morning race, and had shifted to the west. Thankfully it remained overcast as all those who forgot their sunscreen enjoyed the cooler skies. Donnie Martinborough was anything but cool, though, as he won all five races.

Trophies were presented onshore at the cabana at the end of racing. The Marsh Harbour Sailing Club must commend Amarylis Key for her most exquisite hand made ceramic flowers, which were awarded for 1st, 2nd, 3rd, top woman, and top junior sailors. The day was even more special as Mrs. Sadie Lowe, wife of Homer Lowe, was on hand to congratulate the trophy winners by presenting the prizes. In addition, the Marsh Harbour Sailing Club took the opportunity to present a special award of thanks to Hugh and Sylvia Cottis, for their years of dedication in helping with race committee in past sunfish events.

A sincere thanks to Dr. Paul and Mrs. Ann Gooding on board Horizons for running yet another memorable regatta for us, and to Ellen Hardy for her hard work with mark setting. Who needs Gold’s gym when you have 25 pound weights on course buoys? The Marsh Harbour Sailing Club continues to sail throughout the year with the RC Laser fleet.

14th Homer Lowe Regatta
Marsh Harbour, Abaco, Bahamas
July 3, 2004

1 Donnie Martinborough 1-1-1-1-1 5
2 Jim Kaighin 3-4-2-3-2 14
3 Robert Dunkley 4-3-3-6-4 20
4 Jody Lowe 8-6-4-5-6 29
5 Jimmie Lowe 2-2-5-7-DF 31
6 Spencer Higgins 5-8-9-4-7 33
7 John Galloway 11-5-7-2-8 33
8 Lori Lowe 6-10-6-12-3 37
9 Ben Myers 10-7-10-9-9 45
10 Thomas Phillips 7-9-8-10-11 45
11 Alison Myers 12-12-11-11-5 51
12 Corey Knowles 13-11-12-8-10 54
13 Liann/Lucas Kaighin 9-DS-DS-DS-DS 69
14 Robert Key 14-DS-DS-DS-DS 75

Sailing Books

The Sunfish Bible by Will White $34.95.
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Regional News

Fleet #632 is Keeping Sunfish Racing in Southern California

By John Tentor, Fleet 632

Race results from 1965 are the first indication of Sunfish activity on San Diego's Mission Bay. Fleet 127 was chartered on March 11, 1966. During the first year, a championship series was held, and as many as 18 boats participated. Over the next ten years, participation in the championship series ranged from five to as many as 25 boats. Unfortunately, in 1976, the number of boats participating regularly dwindled to four. By mutual agreement of the four remaining skippers, the group was disbanded at the end of that year.

Five years later, in 1981, the Swingle family moved to San Diego from New Jersey with two teen age boys and two Sunfish. This infusion of "new blood" rekindled the spark, and with a few of the former Fleet 127 members and some other sailors picked up on the bay, Fleet 632 was formed. Participation increased to about ten boats for the next dozen years or so. The Swingles moved to Colorado in 1994 and regular participation in the championship series dropped to around seven boats over the next five years. But, between 2000 and 2003, several new members joined the fleet and at times we now have eight or ten boats on race days.

The fleet championship series runs from May through September. Over that time, ten race days are held, approximately every two weeks, with three races each day. It's not that we can't sail in San Diego in the winter, it's just that the water is a little chilly. Of late, however, prompted by Anne Hinton (a transplant from Louisville, Kentucky) we now have a "frostbite" race day in February. The word "frostbite" is in quotation marks because we are in very little danger of being frostbitten. In fact, the last two times we've run that race, the weather has been quite mild, but at that time of year, there are no guarantees. We could have temperatures in the low 50s and howling winds.

This is not a rich man's fleet. Our only fleet equipment consists of a dolly, a briefcase for keeping records, and four movable buoys. Using these buoys and eight permanent ones placed around the bay, courtesy of the Mission Bay Yacht Club, we can set up courses that take full advantage of the prevailing wind on race day. We have no committee boat, so our starts are on the honor system. Anyone seen starting early is hailed and comes back to restart. Fouls are handled by the 720 rule, and usually reference to the rule book and much discussion when back on shore. Lack of a motorized trouble boat leads to a new rule: anyone providing valuable assistance to a disabled or capsized boat will be awarded his position at the time assistance was rendered. Fortunately, this rule has rarely been used.

Other activities of the fleet include pot luck dinners and cruises, and a winter social event - usually an evening out for dinner at a local restaurant. The pot lucks take place three times a year, and are held on the beach where we have spent the day racing. The cruises are not on a cruise ship, but on our Sunfish, and usually take place after racing and before the pot lucks. We assemble the boats and take a tour of the bay, perhaps cruising by Sea World to take a peek at the acts in progress or the penguin enclosure. The pot luck day then closes with a barbecue, sampling of the food brought by everyone, and yarns, tall and true.

Several potential new members are in the area, including a racer recently arrived from the Midwest. With prospects for several new members this year, Sunfish racing is alive and well in San Diego. If you have not sailed with us before, please feel free to join us! For additional information, contact me at jtentor@att.net

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These pictures were taken near the end of the 203 season at Fleet #632's launch site on Mission Bay in San Diego.
Standing, L to R: Ken Titlah, Harvey Askinson, Jeff Arnis, Anne Hinton, Mike Waters, John Tentor, Ahmad Lughod.
Kneeling, L to R: Linda Askinson, Mary Lyn Hyde. (Photo: Jennifer Tentor)
Cronin Victorious in Western Regional

Once again the Western Regional Championship was held at Scott's Flat Lake, near Grass Valley, California, as part of Gold Country Yacht Club's Go For the Gold regatta.

This year the winds were unusually variable, making for some challenging racing. As the wind came and went, often from different directions, there was an element of luck on the water, and racers could make large gains on the fleet only to lose the advantage later. All agreed, however, that it was a lot of fun. Bob Cronin edged out Byron Jonk by one point. Each won two races, and Roy Jordan was first in one race.

The race committee did a good job of running the races, though one might quibble over the fact that the start line was not remotely square to the wind in any of the races. Did I say that the winds were variable? Did I mention the powerboat wakes?

As usual, GCYC put on a good barbecue Saturday night, and the campgrounds on the lake shore were very convenient.

For the past few years, the Western Regional Championship has basically been a San Francisco Bay fleet championship. We would like to see a wider participation from other sailors in the region, especially from the Mission Bay fleet, which is larger and more active than the northern California group. How can we make this happen?

-Bob Cronin

Western Regional Championship
Scott's Flat Lake, CA
June 5-6, 2004

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<th>Name</th>
<th>Result</th>
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<td>Byron Jonk</td>
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<td>3</td>
<td>Roy Jordan</td>
<td>3-3-1-3-3</td>
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<tr>
<td>4</td>
<td>Bob Rossini</td>
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**Regional News**

**Drew Buttner Captures New England Regional #2 Title**

*Stickells Team Crowned Doubles Champs*

Drew Buttner shrugged off a shaky start to win the 2004 Northeast Second Regional Championships, held June 24-25, 2004 at the Wequaquet Lake Yacht Club in predominately heavy air conditions. Forty seven boats competed in the 7-race series.

The first race on Saturday saw a light and shifty breeze out of the southwest. Midway through the race, the breeze decisively swung around to the northwest and came in strong. It blew hard the rest of the regatta. Saturday afternoon saw consistent 20-25 mph winds with higher gusts. The breeze eased slightly on Sunday as it shifted to the northeast, but still blew in the 15-20 mph range, again with higher gusts.

Once the breezes came in, the “big boys” came to the fore. Stephen Smuelders and Drew Buttner were at the front of all three Saturday afternoon races. However, Steve was DSQ’d in the first race of the afternoon. This severely hampered his chances of winning the regatta. Drew ended up posting two firsts and a second for the afternoon.

Last year’s winner, John Skrzypiec, sailed the most consistent of all and was leading the regatta (without a throw out) at the end of the first day. Bill Brangiforte and Bill Shaw also had solid days and were still in contention going into the final two races held on Sunday. Things were a long way from being decided going into Sunday as all of the contenders, with the exception of John Skrzypiec, were carrying a race of 15th or worse.

On Sunday, Drew Buttner demonstrated his experience and withstood a serious challenge from John Skrzypiec. Drew posted a second and a first in the last two races of the regatta to win by four points. John, who never finished worse than sixth, came through with a first and third to sew up the runner-up spot. Two-time regatta winner Bill Brangiforte hung tough for third while Bill Shaw, a newcomer to Wequaquet, sailed solidly into fourth place. WLYC’s Rick Stewart rounded out the top five.

Peter and Laura Stickells edged Paul Borse and his grandson, Chase Miller, to take the open doubles title. Stephen Doyle and Malcolm Stewart survived the heavy air to take the Junior Doubles while Josh Falkson used pure staying power to claim the Junior Singles crown.

All in all, the regatta went without a hitch. The sailing was good. The food was good. And everybody seemed to leave happy; tired but happy. Thanks to all who participated.

- Paul Fendler

**Buttner Wins at Bolton**

The day began in a pea soup fog. By race time, the sun was out and the temperature was very comfortable.

That was the good news. The bad news was that there was no wind. Throughout the day, the wind alternated between light and none. Nonetheless, there were a few periods with enough wind to finish a race, and by the end of the day the scheduled five races had been completed.

After one throwout, Drew Buttner again emerged victorious in the 36th annual Bolton Lake regatta, held May 23, 2004.

- Steve Langford

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**New England Regional Championships #2**

*Weququet Lake YC - Hyannis, MA June 24-25, 2004*

**Division: Open**

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<td>John Skrzypiec</td>
<td>4-2(6)-4-4-1-3</td>
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<td>Bill Brangiforte</td>
<td>1-(15)-4-6-5-3-2</td>
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<td>William Shaw Jr.</td>
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<td>Richard Stewart</td>
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<td>Kyle Charles</td>
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**Division: Open Doubles**

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**Division: Junior Doubles**

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<td>Claire O'Brien</td>
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**Windward Leg - Issue 2, 2004**
Williams Finds “Energy” in Mid-Atlantic #1 Victory!

The North Jersey Lakes region is a hotbed of Sunfish sailing. Visitors came from as far afield as Virginia and upstate New York to enjoy another highly competitive Mid-Atlantic Regional on the always popular Spruce Run Reservoir on May 22 and 23, 2004. Thirty-one sailors in all, ranging in age from 12 to 79, enjoyed two days of racing in winds of 5 to 10 knots out of the Southwest.

The winner of this qualifier for the 2005 Worlds was Chris Williams (Cooper River YC) while Hunterdon SC’s own Nate Maier was First Junior. John Meyer was first Master and Posy Seifert was first Woman.

During the event a significant discovery of a go-faster sailing diet was made. The regatta chairman decided that on Saturday the sailors should enjoy a healthy on-the-water lunch of energy bars and fruit. In shopping for the lunch he just blindly grabbed various brands of energy bars in the supermarket. Several male sailors later discovered that their lunch bag contained “Luna - The Energy Bar for Women”. After much discussion about the possible effects on their potency and the risks of developing female characteristics, most of the men refused to eat what they called the “estrogen bars”. But one did. Chris Williams ate his Luna Bar before sailing on Sunday and surged into first place overall in the regatta. Further research is needed to validate the effects of this wonder diet. Any volunteers?

- Derek Stow
Regional News

Southold YC Takes 41st Annual Aspatuck Team Races

On Saturday, July 31, 2004, Aspatuck Yacht Club held its 41st annual Sunfish Team Race for the Theodore B. Conklin Memorial Trophy. This race is one of the oldest continually run Sunfish team races held.

Three teams competed this year in SSW winds of 18-20 mph. After those three races a Free For All race was held for the Dorothy Smith Trophy. This was won by John Condon of Southold, sailing with a pulled muscle in his leg, who did great in the tough conditions that caused several capsizes and equipment breakages. Halsy Swann was second, Adam Friedman was third, Bart Hale was fourth, and John Edwards was fifth.

The event was graciously hosted by Paddy and Commodore Laura McChesney at their boathouse on Pow Wow Point. Everyone enjoyed a delicious lunch and the awards ceremony. Thanks to the Race Committee manned by Ted Shuttleworth, Henry Immes, and Ted Conklin. Special thanks to Commodore McChesney, who in addition to seeing that everyone had plenty of food and refreshments, aided on the patrol boat pulling one sailor out of the bay after his boat started sailing away. Thanks to all the teams for making this year's event a great success.

- Douglas Adams

It's Whitehurst in the Gulf Coast!
Gulf Coast Regional
Jackson YC - Jackson, MS
June 12-13, 2004

<table>
<thead>
<tr>
<th>Place</th>
<th>Team</th>
<th>W/L</th>
<th>Members</th>
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<tbody>
<tr>
<td>1</td>
<td>Tom Whitehurst</td>
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<td>Mike Nelson</td>
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<td>Todd Edwards</td>
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<td>Wesley Shuttleworth</td>
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<td>3</td>
<td>Bishop Stieffel</td>
<td>20</td>
<td>Willem Lamar</td>
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<td>4</td>
<td>Hank Saurage</td>
<td>31</td>
<td>John Condon</td>
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<tr>
<td>5</td>
<td>Gilly Chamberlain</td>
<td>33</td>
<td>Halsey Swann</td>
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<td>6</td>
<td>Ash Beatty</td>
<td>33</td>
<td>Mike Spicer</td>
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<td>Peter Wuescher</td>
<td>40</td>
<td>Sandy Wyman</td>
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<td>Anne Edwards</td>
<td>51</td>
<td>Larry Francis</td>
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<td>Clinton Edwards</td>
<td>60</td>
<td>John Edwards</td>
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<td>Nick Doty</td>
<td>60</td>
<td>Wesley Shuttleworth</td>
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<td>Willem Lamar</td>
<td>61</td>
<td>Halsey Swann</td>
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<tr>
<td>12</td>
<td>Donny Brennan</td>
<td>63</td>
<td>Abbie Connett</td>
</tr>
</tbody>
</table>

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Correction to the 2004 Regatta Schedule:
The 4th Annual NewYork. State Women's Regional will take place Sunday, September 19, 2004. The race will be at the Wet Pants SA in Bohemia, NY.
Contact Jim Ryan at wmmw93@aol.com for more

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LARGE INVENTORY!!
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Spicer wins World’s Longest Sunfish Race

Twenty-seven sailors participated in the 34th annual World’s Longest Sunfish Race, Around Shelter Island, NY on Saturday, July 10. Michael Spicer, head sailing instructor at the host Southold Yacht Club, won the approximately 25-mile-long race in four hours and 28 minutes.

Two-time winner John Condon (Mattituck YC) got the start and held the lead from Southold Bay through Greenport harbor and into Gardiner’s Bay. Gybing around Hay Beach Point into Gardiner’s, he was followed by Joe Sullivan (Southold YC), Scott Heiinl (Seawanaka Place YS), Lily Caldwell (Willoughby, OH) representing the Fordham University Sailing Team, Andre Lekich (Southold YC), and Spicer.

About halfway to Ram Island, the wind died and positions started to change. Spicer moved up to second to challenge Condon. Scott’s father, Dick, a three time winner of The Race, who at age 79 was the oldest competitor, stayed offshore and picked up a breeze that moved him from the middle of the pack into third place.

About an hour later, as the leaders struggled to sail past the halfway point of The Race, the wind filled in from the southwest and the fleet took off on a starboard beam reach to Mashomack Point. From there, it was a grueling seven mile upwind trek with three foot seas, 15-18 knot winds, and a ton of boat traffic on a spectacularly beautiful day with temperatures in the 80s and low humidity.

Condon rounded Mashomack first but was quickly overtaken by Spicer and Dick Heiinl. In the meantime, Art Littleton (Cooper River, NJ) and Richard Skeein (Eugene, OR) had moved up and were challenging the leaders. Bart Hale and Adam Friedman (Southold YC) led a second group of sailors including Scott Heiinl plus Jack Hale, Andre & Ivo Lekich, Chelsea Rothman, Mariel Schlecht, and Peter Young (all from the host club), and Teddy Tanzer (Southampton). Sullivan and Caldwell had dropped back and rounded in 16th and 17th place, respectively.

Having bounced through the South Ferry passage, entering Peconic Bay for the three mile sprint to the finish, the top ten were Spicer, Condon, Littleton, Skeein, Bart Hale, Dick Heiinl, Jack Hale, Caldwell, Friedman and Sullivan. Spicer increased his lead to win by five minutes over Condon. Littleton and Skeein battled for third place, with the former finishing 47 seconds behind Condon to capture the bronze by 37 seconds. Sullivan had moved up to sixth and he and Bart Hale conducted a furious tacking duel over the last mile and a half with Sullivan taking fifth place three minutes after Skeein and only 18 seconds ahead of Hale.

The three way battle for seventh place was equally tense until the finish when 26 seconds separated Friedman, Caldwell and Dick Heiinl. Jack Hale placed 10th, 53 seconds behind Heiinl. All 27 starters finished but the last three did so after the six hour time limit and were scored DNF.

Awards were presented to the top ten finishers by RC Chairman Oak, who also thanked the scores of volunteers who helped make The Race an enjoyable and successful event. In addition to the winner’s award, Mike Spicer was presented with a set of Green Chevrons and his name will join the other 33 winners on the WBAZ perpetual plaque, which remains at the yacht club. In addition to receiving the 8th Place award, Lily Caldwell’s name will be inscribed on the Peggy Wagner Memorial Plaque, which honors the First Woman Finisher of each race.

Fifth place finisher Joe Sullivan, who at 67 was the third oldest sailor in The Race behind Heiinl and Ed DeReeder (77), set the new participation record at 32 races.

World’s Longest Sunfish Race
Southold YC - Southold, NY
July 10, 2004

Note: SYC represents Southold YC

<table>
<thead>
<tr>
<th>Place</th>
<th>Name</th>
<th>Club</th>
<th>Time</th>
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<tbody>
<tr>
<td>1</td>
<td>Mike Spicer</td>
<td>SYC</td>
<td>4:38:21</td>
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<tr>
<td>2</td>
<td>John Condon</td>
<td>Mattituck YC</td>
<td>4:43:36</td>
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<td>3</td>
<td>Art Littleton</td>
<td>Cooper River YC (NJ)</td>
<td>4:44:23</td>
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<td>4</td>
<td>Richard Skeein</td>
<td>Eugene YC (OR)</td>
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<td>Joe Sullivan</td>
<td>SYC</td>
<td>4:58:10</td>
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<td>Bart Hale</td>
<td>SYC</td>
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<td>7</td>
<td>Adam Friedman</td>
<td>SYC</td>
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<td>Fordham Unv SYC</td>
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<td>Ivo Lekich</td>
<td>SYC</td>
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<td>SYC</td>
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<td>Southampton SYC</td>
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<td>15</td>
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<td>Mariel Schlecht</td>
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<td>Evan Reinheimer</td>
<td>Babylon SYC</td>
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<tr>
<td>25</td>
<td>Kathryn Campbell</td>
<td>SYC</td>
<td>DNF</td>
</tr>
<tr>
<td>26</td>
<td>David Miller</td>
<td>East Hampton</td>
<td>DNF</td>
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Regional News

Consistency Pays Off for Whitehurst at the Dogwood

A race committee’s nightmare.
The forecast called for 10-12 offshore, and for the first start, it appeared that it would be true. That lasted for half of the starting sequence, when a 60° righty came in. The RC tried twice more before the wind settled enough to let the first race go.

When Bishop was OCS, he returned to the line and bailed right, away from the fleet, hoping for a break to get back in the race. The 30° lefty created by what had to be a geothermal effect was certainly not what he had in mind.

From that point on, favored or not, the pin end was the place to be and 90-percent of the upwind legs turned into drag races to the left.

Three races into the first Gulf Coast Sunfish Racing Circuit Regatta, and juniors Alex Boudreaux, Andrew Eagan and Paul Keith were all top five. Alex never scored higher than sixth through the entire seven races nor did he ever fall out of the top three overall. In those trying conditions, that is impressive to say the least.

Donny Brennan, the 2003 Circuit Champion, was fast, winning four of the seven races, but missed a few of the big shifts, costing him several boats. In the sixth race, there were at least two shifts of 30° or better and Donny ended up on the wrong side of the last one. Losing six boats on that shift cost him the regatta and a great start at repeating as Circuit Champ. A second place in a best 4 of 7 regattas would certainly be a keeper with the level of talent here in the GYA.

Tom Whitehurst, as usual, never allowed himself to get into too much trouble. Staying close to the front, he kept piling up low scores and though he only managed to win one race, his ability to stay in the lead group consistently was enough to pull off the win.

The Gulf Coast Circuit regattas usually draw 18 to 25 boats, but one week after the Sunfish National Midwinters may have been asking a bit much. In fact, only seven of the fourteen sailors in this event attended both regattas.

Dogwood Regatta
Fairhope YC - Fairhope, AL
March 13-14, 2004

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<td>3</td>
<td>Alex Boudreaux</td>
<td>4-2-3-6-4-(6)-3</td>
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<td>4</td>
<td>Bishop Stieffel</td>
<td>(13)-7-1-4-6-2-8</td>
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<td>5</td>
<td>Andrew Eagan</td>
<td>1-4-10-5-6-(13)-2</td>
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<td>6</td>
<td>Ellis Ollinger</td>
<td>7-8-5-2-2-8-(11)</td>
<td>32</td>
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<td>7</td>
<td>Paul Keith</td>
<td>3-6-11-10-9-7-(15)</td>
<td>46</td>
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<td>Lauren Whitehurst</td>
<td>9-6-11-11-4-5</td>
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<td>David McCrady</td>
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<td>Lauren Lambuth</td>
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<td>Granston Boxx</td>
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<td>Carl Wainwright</td>
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<td>Courtney Whitehurst</td>
<td>10-12-13-13-12-(15)-15</td>
<td>75</td>
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Florida Women’s Champ Steele Wins Annual Hula Cup

By Cindy Taylor

I attended the Hula Cup on May 8, 2004 which was a big event for me since I had to trailer my Sunfish from Titusville (on the east coast) to Sarasota across I-4. This was my third time trailering my boat, but my first highway experience. I had a cell phone, AAA, and a credit card should anything happen – luckily, nothing did. I left Friday afternoon and arrived in Sarasota about 9:00 pm.

Help was available at the Sailing Squadron to get my Sunfish off/on the trailer. Saturday’s weather was picture perfect with light westerly breezes, about 8-12 mph. We had seven short windward/leeward races, finishing windward at the gate. The first race was my best race where I almost got a third but Rita Steele stole that from me right at the finish line. Rita had tiller extension problems that race. I also remember the windward finish of the last race where, when I rounded the leeward mark, a nice set of power boat wakes surfaced me toward the finish line. It’s weird surfing upwind. There were a few sailors that actually got to surf over the finish line, but I had to tack to get there.

All the female sailors got a hula cup along with a gift bag. The Sarasota Sailing Squadron put on a very nice regatta. There were snacks before the racing and a buffet right at the finish line. Rita had tiller extension problems that race. I also made the effort to go.

Mendelblatt Victorious in Florida Regionals

Florida Regionals
Punta Gorda, FL
May 15-16, 2004

1 16 David Silverman 22-14-21-17-11-19-18-122
2 17 Erik Erickson 25-19-18-23-20-17-129
3 18 Cindy Clifton 13-26-14-27-15-21-14-130
4 19 Bill Haberland 16-22-9-21-34-32-137
5 20 Michael Mierswa 26-11-23-19-23-14-21-137
6 21 Cindy Taylor 28-21-22-12-22-26-6-137
7 22 Chris Gates 6-8-15-22-25-20-26-142
8 23 John Fox 10-20-26-26-19-23-19-143
10 25 Jack Scragg 19-25-27-10-17-24-17-149
11 26 Jack Bibb 24-27-29-9-26-22-20-157
13 28 Bonnie Sevier 31-29-28-27-26-22-193
14 29 Nancy Fox 30-32-30-31-29-30-12-194
15 30 Tim Edwards 20-17-36-34-32-32-207
16 31 Carol McDowell 34-31-24-32-24-32-209
17 32 Sharon Del Bianco 32-30-29-32-25-31-211
18 33 Mike Busher 35-34-31-25-29-30-214
19 34 Lynde West 33-35-34-30-31-31-28-222
20 35 Ellen Bukstel 29-33-33-34-32-32-227

Sailfest
Sarasota SS, Sarasota, FL
May 1-2, 2004

1 1 Rick Pantall 2-1-1-1-1-4 (8) 6
2 2 Dave Connolly (3)-2-2-2-2-1 9
3 3 Conner Blouin 4-3-5-3-3-2-1 10
4 4 Michael Mierswa 1-5-4-6-4-2-1 10
5 5 George Bothwell 5-4-4-9-5 22
6 6 John Kremski 7-6-0 (6) 3-5-4 25
7 7 Brian Wolfsohn 6-8-10-5-6-1-1 34
8 8 Char Sims 9-7-7-10-7 37
9 9 Erik Erickson 8-9-6-9-7-DS 39
10 10 Damien Lin 12-14-8-10-12-9 51
11 11 Emily Rom 10-12-13-12-8-5 55
12 12 Ed Carney 14-13-9-11-11-5 58
13 13 Rebecca Rom 13-10-11-14-3-DS 61
14 14 Ellen Bukstel 11-11-0 (6) 13-DS 67
15 15 Sharon Del Bianco 15-15-12-15-15-12-5-DS 73
Chapman takes top honors at Midwest Regional #1

Midwest Regionals #1
Hueston SA - Acton Lake, OH
June 12-13, 2004

1 Rich Chapman 1-2-1-2-1 7
2 Dan Norten 2-1-2-1-2 8
3 Fritz Hanselman 4-3-3-6-3 19
4 Jerry Callahan 6-6-7-5-9 33
5 Shapoor Guzder 3-7-11-3-10 34
6 Tom Katterheinrich 5-5-4-17-4 35
7 Linda Norton 7-4-13-12-5 41
8 Jerry Callahan 6-6-7-5-9 33
9 Neil Harrell 12-9-5-10-17 53
10 Alan Glos 13-13-6-7-15 54
11 Pete Peters 11-11-12-9-12 55
12 Mike Wier 15-10-14-11-7 57
13 Brian Callahan 8-12-10-15-13 58
14 Roger Henthorn 16-17-17-4-11 65
15 Laura Peters 14-14-16-16-6 66
16 Steve Gardt 9-18-15-14-16 72
17 Mike Stratton 17-16-18-14-14 73
18 Linda Leader 18-15-18-13-18 82

Sunfish Caribbean Flotilla Cruise
3RD VIRGIN ISLANDS CRUISE PLANNED FOR JAN '05

Tired of drooling over those bareboat charter ads in the back of Sail/Cruising World magazines? Maybe it's time to expand your capabilities.

If you can race a Sunfish you can certainly drive a “Big Boat”. The “fat cats” are as stable as your living room! The Caribbean daysails are short (~2-5 hrs) and the navigation is easy line-of-sight. The stopovers feature: fun beach bars, shopping, and awesome snorkeling. The cruise is open to all fun-luv’in sailors (including “armchair” sailors), so talk it up among your friends, neighbors, or relatives. To wet your appetite, email Odie at captnodie@worldnet.att.net to view flicks from the '03 three-boat flotilla.

Boats: Choose from 32-52' monohulls or huge/stable 38-47' catamarans. The big cats feature four double berths with four private heads. Captain your own boat, if qualified, or we can place you on an available boat.

Charter Connection: We are planning to again go with The Moorings. If you choose a different charter company, you will still be able to connect with this Sunfish. To order a color brochure, contact www.moorings.com or Barb Daetwyler (888-703-3173, ext. 3308) and mention the Sunfish flotilla. Note that The Moorings can also handle all travel arrangements to the Virgin Islands.

Tentative Schedule: Firm up reservations in October 2004 for the best choice of charter boats and economy flights. The one week charter flotilla is tentatively set for the week of January 17, 2005. Coordinate all arrangements with Odie (203-453-6416) or via e-mail (address above).

Go for it -- we are not getting any younger!
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**Treasurer**
Patricia Manning
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**Chief Measurer**
Todd Edwards
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About Sunfish Class Association Membership

The International Sunfish Class Association (ISCA) was granted international status by the International Yacht Racing Union (IYRU) 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 (USSCA) is the ISCA-recognized authority within the United States. By joining the USSCA, members automatically become members of the ISCA.

All U.S. Sunfish owners are encouraged to join the USSCA. Membership application forms are available at www.sunfishclass.org or by calling the class office at (248) 673-2750.

Upon receipt of your membership application form and dues, the USSCA will assign an official sail number. You will receive a set of self-adhering cloth sail numbers for your sail. If you buy a new boat, you may retain your original sail number if you remove the numbers from the old sail you sold. Members may purchase replacement numbers for their new sail, or be assigned a new number, through the USSCA office for a fee of $12.

As a member of the USSCA, you will receive a membership card (required at all USSCA sanctioned regattas), a copy of the Class Measurement Rules and Constitution, the annual regatta schedule, and the class newsletter, the Windward Leg. The newsletter contains articles on how to enjoy, maintain, and race your Sunfish, as well as regatta reports and class news. In addition, members will receive a, ISCA class directory every two years. A Family membership is available for two or more Sunfish owners residing in the same household. Family membership provides an USSCA membership card for each member, and one set of the other materials described previously. Junior memberships are available for an individual who is not yet 18 years old in that calendar year.

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 USSCA meeting, held at the North American Championship regatta site.

Sunfish sailors who live outside the U.S., and where there is no country class association, may join the USSCA and receive the Windward Leg.