SKI WEEKEND A WINNER

Harry Hall demonstrates cold-weather technique on the Windflite sailboard to the participants in the First AMF Ski/Sail Weekend.

Thirty sailors participated in the First (perhaps annual) AMF Alcott Ski/Sail Weekend held in mid-January at Stowe, Vermont, ski capitol of the east. The downhill skiing was excellent on Stowe's many trails and slopes. Those who skied cross-country called the conditions "perfect".

Early arrivals on Friday ate a delicious dinner at the Inn at the Mountain, headquarters for the weekend. A welcoming cocktail and ski and sailing movies followed, highlighted by the Whitbread 'Round the World Race film, "Cape Horn to Port". Scenes of the maxi-racers battling the wind and cold of the roaring forties and threading their way around icebergs made the group glad they were indoors sitting by the fire. A late evening backgammon tournament was played by the diehards.

Saturday was the day for serious skiing and the group dispersed to find their own level of skiing, some heading for Spruce Peak for intermediate skiing, others testing their skill on Mt. Mansfield's famous expert trails (Nose Dive, National and Starr). Lift lines were pleasantly short, an unexpected bonus. Cross-country skiers had their choice of four or five top ski touring centers in the area, with most choosing the Mt. Mansfield Ski Touring Center just around the corner from the Inn.

Non-skiers had the opportunity to watch the Avis Cup Professional Ski Races, the American Express Sled Dog Races and the Dr. Pepper X-C Ski Races, all part of the Stowe Winter Carnival which ran from January 15-24. Many of Stowe's shops, restaurants and inns had hand-crafted snow sculptures facing Mountain Road. These were judged on Friday for numerous awards.

Not to be overshadowed by the skiing conditions, Inn Manager Lefty Brinkman served an outstanding, melt-in-your-mouth Beef Wellington at the evening banquet. Sailing lectures followed, presented by longtime Sunfish expert Paul Odegard (who is also quite a skier) and Hans Fogh, designer of the new Sunfish sail and winner of an Olympic silver medal in the Flying Dutchman Class. Paul discussed starting

continued on page 2

SUNFISH WORLDS TO BE IN SARDINIA

The 12th Sunfish World Championship will be sailed in Baja Sardinia, on the Mediterranean island of Sardinia off the coast of Italy, May 14-23. 100 sailors from 20 countries are expected with an especially strong European contingent. A one-week tour of Rome and Florence with side trips to Pisa and Venice is being planned to follow the Championship. 10 sailors are eligible from each country, with the exception of Italy, which is allowed 15 as host country, and the U.S., with its huge Sunfish population, is allowed 25. U.S. participants qualify as follows; the top nine at the North American Championship; the top two at each of the seven Regional Championships; and the winners of the

continued on page 2
SKI/SAIL WEEKEND

continued from page 1

Clockwise from above: Harry Hall prepares to ride the rail... Don MacIver and Steve Rawn try the Windflite as a toboggan... Hans Fogh sports his Sunfish ski hat.

techniques and the use of advance weather information in planning for a race. Hans explained his new sail design and how to tune it and also presented his thoughts on the 1983 America's Cup. He predicted a much better showing by the challengers due to changes in sail restrictions.

At noon on Sunday, everyone met at the Toll House Slopes for the famed “Giant Slalom Course with Sailing Obstacles”. Skiers were faced with fog... each skier had to blindfold himself for a short distance guided to the next turn by the gatekeeper; a capsise... skiers had to fall and get back up; a lack of wind... skiers were stopped for a five second delay; a windshift... the course shifted from one side of the slope to the other; and a foul... each skier was required to do a 720-degree turn to exonerate himself before crossing the finish line. After everyone (who dared) had a chance to run the course with the obstacles, the obstacles were removed and the course was run normally.

Following a delicious soup-and-sandwich buffet luncheon, the 5-person team representing Meriah Surf Products, builders of the Windflite sailboard, gave an on-snow demonstration of the techniques of “snailing” a Windflite. The board tracked surprisingly well without either a daggerboard or skeg in place and also worked well as a toboggan.

Trophies were presented in several categories and everyone had the opportunity to win one of 20 door prizes, including a Sunfish belt buckle, a Sunfish storage bag/cooler, Sunfish and Windflite T-shirts, Sunfish jogging shorts, visors and wallets.

TROPHY WINNERS

Best Fall: A. J. Piccolo, NJ (for an unplanned somersault during the race)
Top Junior: Paul Malone, Burlington, VT
Obstacle Course Champion: Lefty Brinkman, Stowe, VT
Giant Slalom Champion: Harry Hall, Toronto, Ontario
Cross Country Obstacle Course Champion: Steve Baker, Litchfield, CT
Cross Country Ski Champion: George Seary, Endwell, NY
Backgammon Champion: Betsy Baker, Rockport, MA
Best Sports: Lyle & Mimi Butts; Ken & Jane Alexander, Wellfleet, MA (their car broke down en route to Stowe while still 60 miles out)
Best Après Ski: Don MacIver, Toronto, Ontario
Windflite Winter Champions: Don MacIver, Harry Hall & Steve Rawn, Toronto (they nearly sailed across the lift-line when tobogganing the Windflite sailboard)

SUNFISH WORLDS

continued from page 1

National Midwinter Championship, the Super Sunfish North American Championship and the Women’s Sunfish North American Championship.

As of this writing, the Canadian team has not yet been filled. For information, contact the Canadian Sunfish Class Association, P.O. Box 2112, London, Ontario N6A 4C5 or by phone, contact Robert Crampton (519) 673-0550.

In other countries, contact your Sunfish Class Association to see if your quota has been filled. For information on the event, contact either the Sunfish Class Office, Box 1345, Waterbury, CT 06721, USA or Ten Cate Sports, Sunfish Division, P.O. Box 470, 7600 Al Ameelo, Holland.

TUNING THE NEW SUNFISH SAIL

The new Sunfish sail, designed by the North/Fogh Loft in Toronto, is much fuller than the old-style sail.

The key to learning to go fast with the new sail is practice. Sailors who put on their new sail and expect to beat everyone else on the course are likely to be disappointed. However, most of those who have used the sail for a while say that the sail is faster in most conditions. Some say it is best in light air; others like its performance in a breeze. Practice, trial and error and observation are the best tuning tips we can give.

One specific tip we can give is that in a breeze, you'll want to reduce some of the fullness by either using the end of the halyard as a boom vang (you can pull the gooseneck low on the mast) or by tying a large loop rather than a small neat bowline where the mainsheet attaches to the bridle. In the latter method, as you pull in on the mainsheet, the knot hits the boom block and as you pull further, the boom bends smoothly in the middle, reducing the fullness.

Further information will be printed on tuning the new sail. If anyone has any tuning tips, we'd be pleased to publish them in Windward Leg.
COR VAN AANHOLT MEETS THE QUEEN

While many of us were in Aruba for the 11th Sunfish Worlds, the former Princess Beatrix became Queen of Holland. Dutchman Cor Van Aanholt won the Sunfish Worlds and after returning to Holland, learned that the new Queen was to be honored at a reception in Cor's hometown of Groningen.

Cor knew that Beatrix and her family had sailed Sunfish often in the Mediterranean and he arranged an invitation to her reception. In Cor's inimitable style, he walked up to her, introduced himself and explained that he had just won the Sunfish Worlds for Holland. Then he presented her with two participant T-shirts from the Aruba Worlds.

The Press thought the whole thing was very amusing and according to Cor, "made quite a farce of it". Cor plans to defend his title in Italy in May at the 12th Sunfish Worlds.

[Image of Cor van Aanholt presenting a Sunfish T-shirt to Queen Beatrix while Prince Claus (left) and Commissioner Toxoepus (right) look on.]

FLUTTERBYE — A LOVE STORY

People love all sorts of odd things. I love a 14-foot chunk of white molded fiberglass, with a perky diagonal stripe. This particular piece of fiberglass has an official number pressed into her side, a very cold form of identification, and also has a more personalized identity, the name I gave her — Flutterbye.

To the rest of the world, Flutterbye is "just" a Sunfish. To me, she is pure joy.

Let me describe two different days and moods of Flutterbye:

Saturday is bright and sunny, with a slight breeze. It is a day made for cruising!! A picnic lunch is packed, or some wine and cheese, together with a good book, and an anchor. The dress code of the day is something for sunbathing. The goodies get tucked away in the cockpit, her sail gets raised, and we amble off. Derriere in the cockpit, feet up on the deck, we leisurely wander to and fro viewing all the sights. I have time to admire the cloud formations and design my own transient constellations in the blue and white sky. If there's a lot of traffic, I may anchor for lunch. If different pursuits have beckoned other boaters, there's not a better way to read a good book than to float quietly under sail soaking up the silence with the sunshine, the lapp of the waves the proverbial lullaby. Pure Pleasure!!

Sunday is a totally different type of day for Flutterbye and I, chosen neither by her nor I, but dictated by the wind and waves. A "brisk" breeze means it's not a day for books and wine, but a day for foul-weather gear and gloves. Her sail is raised, and she springs off, not the lazy soul of yesterday, and not even hesitating to see if I was joining her. She's ready to show off her skills and give us both a thrill. She loves the workouts of pointing into the wind, knifing into the waves and soaking me in the process. Impatiently she tugs to turn around for the run back. Finally, unable to resist her pleadings, we spin around and scream back over our path. Leaping from wave to wave, skimming along on a plane over the top of the water, we fly past startled and envious sailors on their "cruising yachts". This too is Pure Pleasure. Utterly exhilarated, we do it again and again, until she wears me out.

Whether wildly exciting, or quietly peaceful, she's a joy to share a summer's day with.

As I said before, people love all sorts of oddities. I have a thing for a particular piece of personalized fiberglass named Flutterbye.

Christina Knight, Fleet Captain
High Tor Sunfish Fleet #58
BIDDLE INCLUDES RIVER RACE

John Biddle, world’s foremost yachting cinematographer/lecturer, has included the 1980 Kahlua/Sunfish River Race in his 1981 show entitled SILVER SAILS.

This is the 25th annual humor-filled film lecture for Mr. Biddle. The program will include sequences in the 1980 OSTAR Singlehanded Trans-Atlantic Race (in which 65-year old Phil Weld sailed his MOXIE to victory), the 1980 America’s Cup with its dismastings, collisions, personality and rule problems, and the Eighth Annual Kahlua/Sunfish Down-the-River Race, coverage of the now-famous 45-mile, two-day sailing camping extravaganza on the Connecticut River.

This program will provide great entertainment for the whole family. SILVER SAILS will be presented in at least 90 locations in North America and the Caribbean and the Sunfish Racing Class is sponsoring a special presentation on Sunday, March 8th at the University of Hartford in West Hartford, CT. For information, please call Steve Baker or Joanne Girard at the Class Office (203) 756-7091. We’ll also help your club or fleet arrange a showing if you’d like.

CLASS RULES SHOULD BE ENFORCED

It has come to the attention of the class office that there are many boats sailing in violation of the published class rules. Class rules exist to give sailors fair racing. Everyone knows what equipment is allowed and what is not. Unless an extra item is specifically referred to in the rules, it is not permitted.

The most common violations of class rules on the Sunfish are as follows: daggerboards made by individuals ... class rules require that daggerboards, rudders, etc. be those supplied by the manufacturer; replacing the simple boom blocks with ball bearing blocks ... here, too, they must be the same as those supplied by the manufacturer; extra-length hiking sticks with universal joints ... hiking sticks must be standard length except that a 2” handle may be added ... universal joints are not yet permitted, but this rule is being studied by the class advisory board and may be changed this season; attaching mainsheet blocks to the cockpit floor ... this was suggested in “Sail It Flat” but now goes against the class rules; racing without proper sail numbers ... these are required ... contact the class office for information; using sails that have been re-cut ... one is not allowed to change the shape of a Sunfish sail and continue using it for racing ... repairs may be made, but only if they do not change the shape; the use of an extra line to tie the “Jens” or “Hookanson” rig ... this is currently illegal, but is being discussed by the advisory board.

Please see that you are sailing with proper equipment; fleet captains should look over boats in their fleets from time to time for violations. If any questions arise, they should be sent to the Class Rules Committee in care of the class office at Alcort.

WESTERN SUNFISH REGIONALS
Lakeport Yacht Club, Clear Lake, CA
August 16-17, 1980
20 Boats

<table>
<thead>
<tr>
<th>Boat number</th>
<th>Name</th>
<th>zob/ak</th>
<th>Sails</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Steve Penton</td>
<td>(8)-1-1-3-1-1</td>
<td>9.25</td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>Bob Cronin</td>
<td>(4)-2-3-2-2-2</td>
<td>11</td>
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</tr>
<tr>
<td>3.</td>
<td>George Wilson</td>
<td>1-5-2-9-4-3</td>
<td>14.75</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Don Morris</td>
<td>3-1-4-5-3-4</td>
<td>14.75</td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>Greg Foster</td>
<td>6-3-(4)-1-6-5</td>
<td>20.75</td>
<td></td>
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<tr>
<td>6.</td>
<td>Lorenz Rutz</td>
<td>2-(8)-5-4-7-5</td>
<td>24</td>
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<td>7.</td>
<td>Allan Gates</td>
<td>7-10-6-10-5-5-9</td>
<td>37</td>
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<td>8.</td>
<td>Bob Rutz</td>
<td>9-6-13-13-10-7</td>
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<td>9.</td>
<td>Chris Rutz</td>
<td>16-7-10-7-8-12-2</td>
<td>47</td>
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<tr>
<td>10.</td>
<td>Joe Richardson</td>
<td>5-12-8-8-11-15</td>
<td>47</td>
<td></td>
</tr>
</tbody>
</table>

Sunfish Pendant

AUTHENTIC REPRODUCTION • CRAFTED IN SOLID PEWTER

2 Inches high on 18 inch chain

$9.95 POST PAID
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Also available:

Tie tack - $3.00
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(2-inch boat mounted on solid walnut base)

PEWTER PORT
20 INDIA STREET
PAWTUCKET, RHODE ISLAND 02860
SUNFISH NORTH AMERICANS SET

The 4th Women’s Sunfish North American Championship will be sailed July 18-19 out of Mattituck Yacht Club on Eastern Long Island’s North Fork. Racing will be on beautiful Peconic Bay.

The club has good launching facilities and a nice beach for swimming. The Mattituck Sunfish Fleet is very strong and has sent some excellent sailors to championships around the country. Some of the better women Sunfish sailors to come out of Mattituck are Pam Conwin, Janice and Nancy Meinke.

Housing will be provided for participants where possible. For information, contact Peg Meinke, Regatta Organizer: before Memorial Day ... 6 Rocky Ridge Drive, Trumbull, CT 06611 (203) 378-7191; after Memorial Day ... Box 78, Cutchogue, NY 11935 (516) 734-6724.

1980 VILAS COUNTY SUNFISH CHAMPIONSHIP

Phelps, WI

August 9, 1980

<table>
<thead>
<tr>
<th>1. Martin Nelson 2-2-1</th>
<th>21 Boats</th>
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<tbody>
<tr>
<td>2. Charley Requa Phelps, WI 3-4-3</td>
<td>10</td>
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<tr>
<td>3. Bob Fisher Excelsior, MN 9-3-2</td>
<td>14</td>
</tr>
<tr>
<td>4. Huber Warner St. Paul, MN 5-6-4</td>
<td>15</td>
</tr>
<tr>
<td>5. Byron Bronston III Wauke, WI 1-8-8</td>
<td>16.75</td>
</tr>
<tr>
<td>6. Bob DeLuiter Winnetka, IL 8-5-5</td>
<td>18</td>
</tr>
<tr>
<td>7. Andy Mitchell Pewaukee, WI 4-9-9</td>
<td>19</td>
</tr>
<tr>
<td>8. Kyle Schultz Pewaukee, WI 11-1-11</td>
<td>22.75</td>
</tr>
<tr>
<td>9. Suzie Fondrie Eagle River, WI 10-7-7</td>
<td>24</td>
</tr>
<tr>
<td>10. Ken Kirby Phelps, WI 8-11-10</td>
<td>27</td>
</tr>
</tbody>
</table>

LAKE DELTA SUNFISH REGATTA

Lake Delta Yacht Club

July 13, 1980

| 1. Nate Bannister Rochester, NY 1-7-7 | 30 Boats |
| 2. Chris Williams Reme, NY 5-10-3-1 | 18 1/4 |
| 3. Jeff Koenig Schenectady, NY 11-6-2-2 | 21 |
| 4. Steve Bard Binghamton, NY 6-3-8-4 | 21 |
| 5. Doug Kaukainen Rochester, NY 2-11-4-9 | 26 |
| 6. Jon Williams Reme, NY 13-1-9-6 | 28 1/4 |
| 7. Jeff Ranell Rome, NY 3-4-16-11 | 34 |
| 8. Mark Rabe Rome, NY 8-2-15-10 | 35 |
| 9. Don van Vechten Reme, NY 10-9-13-3 | 35 |
| 10. Jere Wilsey Rochester, NY 7-14-5-12 | 38 |

Darien Senior Olympics Photos (clockwise from top left): Overall winner John Black Lee with his gold medal and mile-high trophy ... an imaginative sail painting ... the winners display their hardware.

SUNFISH NORTH AMERICANS TO BE SAILED IN CHARLESTON

The 1981 Sunfish North American Championship will be sailed August 1-7 in beautiful, historic Charleston, SC. The regatta is being hosted by the James Island Yacht Club and the Charleston area Alcort dealership, Time-out, Inc. Both the Carolina Yacht Club and the Charleston Yacht Club will be assisting.

200 sailors from the U.S., the Bahamas, Canada and Bermuda are expected to attend.

Racing in Charleston will be in two to four knots of tidal current with winds varying from light in the morning to 10-20 knots in the afternoon. These challenging conditions will be an excellent test of a sailor's all-around ability.

August 1 and 2 will be used for registration, boat inspection and practice racing. For the next two days, juniors (under 16) will sail on one course for the Junior Sunfish North American Championship and the seniors will sail their qualifying events on another course. During the final three days, the top 5 seniors and the top 5 juniors race in the North American Finals on one course and all others sail in the Founders Cup series on course two. Each sailor has the opportunity to race in two championships during the week. The top nine sailors in the finals qualify for the 13th Sunfish World Championship tentatively planned for San Francisco in 1982.

35 charter boats will be available, primarily for foreign sailors, but if any are left, U.S. sailors living a long distance from Charleston may charter them. We advise that you make any charter requests early.

For further information, contact the class officer or Walter Ehrhardt at Time-out, Inc., 1084 Highway 17 Bypass, Mt. Pleasant, SC 29464 USA, (803) 884-6116.
WEIGHT-CLASS NATIONALS SCHEDULED

Due to the success of weight-class racing in the sailboard classes, we have scheduled the First Experimental Weight-Class Sunfish Nationals for August 15-16 at Brant Beach Yacht Club in Brant Beach, NJ.

There will be two-starts: Lightweights and heavyweights. Each of those groups will be divided in half again for the purposes of scoring. There will not be separate divisions for men and women, nor will there be a junior division. Boat weight will not be considered; just body weight. Extra weight will not be permitted in this championship.

For information, write to the class office.

sunfish dateline

MAR
14-15
SUNFISH NATIONAL MIDWINTER CHAMPIONSHIP — Orlando Yacht Club, Orlando, FL; Jack & Linda Brennan, 304 Merrie Oaks, Winter Park, FL 32789, (305) 671-5223
28
DEAD AIR REGATTA — Jupiter Sailing Club, 18425 S.E. Federal Highway #1, Jupiter, FL 33458, Call John Bartlett (305) 746-1052
MAR
WINTER ALL CLASS REGATTA AT MARITIME (WARM); LCDR Richard Chesebrough, Dir. Waterfront Activities, SUNY Maritime College, Ft. Schuyler, Bronx, NY 10465, Home (212) 825-1469 Bus. (212) 892-3000
28-29
ST. PATRICK’S DAY REGATTA — Grand Lagoon Yacht Club, Pensacola, FL; James Jolly, Rt. 6, Box 1060, Pensacola, FL 32507, (904) 492-1110
MAR
APRIL FOOLS REGATTA — Sea Cliff Yacht Club, Sea Cliff, NY; John B. Dawson, Jr., High Farms Road, Glen Head, NY 11545, Home (516) 671-1455 Office (516) 248-2131
APR
28TH ALL CLASS ANNUAL SAILING REGATTA — Mount Dora Yacht Club, Mount Dora, FL; Charles “Hank” Thompson, Regatta Committee Chairman, Mount Dora Yacht Club, P.O. Box 678, Mount Dora, FL 32757
APR
17TH ANNUAL FLORIDA STATE SUNFISH CHAMPIONSHIPS (Senior & Junior) — Coconut Grove Sailing Club, Biscayne Bay, Miami, FL; Hal Lobree, 11500 S.W. 60th Ave., Miami, FL 33156, (305) 665-4385
MAY
GOVERNOR’S CUP — Kentucky Lake Sailing Club, Kenlake State Park, 2-3, Aurora, KY; Bill Albrightton, 3151 University Station, Murray, KY 42071, Home (502) 753-7698 Office (502) 762-6951
MAY
SEA CLIFF FROSTBITE FINALE — Sea Cliff Yacht Club, Sea Cliff, NY; John B. Dawson, Jr., High Farms Road, Glen Head, NY 11545, Home (516) 671-1455 Office (516) 248-2131
MAY
LONG ISLAND SOUND SUNFISH CHAMPIONSHIP — Darien Sunfish Yacht Racing Assn.; Les Steffens, 212 Tokeneke Rd., Darien, CT 06820, (203) 655-4596
MAY
12TH SUNFISH WORLD CHAMPIONSHIP (Pre-Qualification required) — 15-23, Baja Sardinia, Sardinia, Italy
MAY
9TH ANNUAL KAHLUA SUNFISH RIVER RACE — Hartford-to-ESsex; 16-17, Steve Baker, AMF Alcort, P.O. Box 1345, Waterbury, CT 06721, (203) 756-7091 (Pre-Registration required)
MAY
NORTHEAST SUNFISH REGIONAL CHAMPIONSHIP — Barrington Yacht Club, Barrington, RI; Ray Medley, 30 Hawthorne Ave., Barrington, RI 02806, (401) 245-7652
Good winds on Crystal Lake in Ellington, CT produce exciting Force 5 action. Steve Andrews photos.

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- Impervious to the elements
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The Mast-Caddie easily fits the Little Launcher by substituting the transom or gudgeon pin.

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Account No. _________________________
Expiration Date: _______________________

**Mast-Caddie**
- Check: Shipped Prepaid
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- $16.95 Stern Only

Check type of boat:
- SUPER SUNFISH
- SUNFISH
- SUNFISH-OLD
- SAILFISH
- SAILFISH OLD
- MINIFISH
- FORCE 5
- PUFFER
- SUNBIRD (stern only)
- APOLLO (stern only)
- OTHER:

**Little Launcher**
- $99.00 Shipped Prepaid

Check type of boat:
- SUPER SUNFISH
- SUNFISH
- SUNFISH-OLD
- SAILFISH
- SAILFISH OLD
- MINIFISH
- FORCE 5

**Thank You**
- Total U.S. $ __________

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The bow holder for the Mast-Caddie is a custom size to fit a specific mast or center-board opening.

TM Mast-Caddie is a trademark.
6TH ANNUAL MILLARD FILLMORE REGATTA RESULTS

Spruce Run Reservoir, Clinton, NJ
October 18, 1980
10 Boats
Sailed under threatening skies and showers all day.

1. Dave Kahn
New York
1-1-1-1
3½
2. Courtney Young
New York
2-2-3-2-2
11
3. Chuck Pena
New Jersey
3-4-2-3-3
15
4. John Barrere
Connecticut
4-3-4-5-5
21
5. David Shepard
New York
6-6-8-7-4
31
6. Ray Buchanan
New Jersey
9-5-6-8-6
34

EASTERN LAKES FALL FORCE 5 CHAMPIONSHIP
Green Pond, New Jersey
October 5, 1980
18 Boats

1. Courtney Young, Jr.
Suffern, NY
3-1-3
5.75
2. Randall DeLeeuw
Green Pond, NJ
2-4-4
10
3. Dave Kahn
Mamaroneck, NY
1-3-9
12.75
4. Chuck Pena
Maplewood, NJ
4-2-11
17
5. Byron Hicks
Green Pond, NJ
6-5-6
17
6. John Barrere
Cranston, Ri
9-9-5
23
7. Larry Polye
River Edge, NJ
5-7-14
26
8. Jack Skinner
Boston, NJ
15-6-7
26
9. Bob Cullen
Colchester, CT
8-10-8
26
10. Dave Shepard
Mamaroneck, NY
15-12-2
29

3RD ANNUAL APOLLO NORTHEAST CHAMPIONSHIP & FORCE 5 REGATTA
Crystal Lake Yacht Club, CT
September 21, 1980

APOLLO RESULTS
1. Dave McGill
Stratford, CT
5-3-14 (6)-14-14
10½
2. Boo Jebb
Hamden, CT
14-4-7-3-3-3
12½
3. Ken Schulte
Gulffield, CT
2-10-4-2-4-2
14
4. Joel Furman
Belfort, NY
8-14-3-14-9-5
17½
5. Bill Cooper
Warehouse Point, CT
3-2-6-5-2-8
18

FORCE 5 RESULTS
1. John Barrere
Rowayton, CT
5-3-14-2-14-2
8½
2. Byron Hicks
Green Pond, NJ
2-9-2-4-2-4
10½
3. Rich Comfort
W. Haven, CT
14-2-8-3-5-4
14½
4. Craig Swanson
Cranston, Ri
6-14-3-5-5-5
16½
5. Steve Waterfield
Hampton Falls, NH
5-7-6-½-4-(DNF)
22½

John Barrere’s downwind style (greatly reduced wetted surface) paid off at the Crystal Lake Fall Force 5 Regatta. Note the J.C. strap tied to his bow handle. Steve Andrews photo.

force 5 dateline

MAR

FORCE 5 NATIONAL MIDWINTER CHAMPIONSHIP — Clearwater Yacht Club, Clearwater, FL; Commodore John Bankston, 3107 Crystal Cay, Belleair Beach, FL 33735, Home (813) 596-2174 Office (813) 584-1888

MAR

DEAD AIR REGATTA — Jupiter Sailing Club, 18425 S.E. Federal Highway, #1, Jupiter, FL 33458; Call John Bartlett (305) 746-1052

MAR

WINTER ALL CLASS REGATTA AT MARITIME (WARM); LCDR Richard Chesbrough, Dir. Waterfront Activities, SUNY Maritime College, Ft. Schuyler, Bronx, NY 10465, Home (212) 824-1469 Bus. (212) 892-3000

MAR

ST. PATRICK’S DAY REGATTA — Grand Lagoon Yacht Club, Pensacola, FL 32507, (904) 492-1110

APR

28TH ALL CLASS ANNUAL SAILING REGATTA — Mount Dora Yacht Club, Mount Dora, FL; Charles “Hank” Thompson, Regatta Committee Chairman, Mount Dora Yacht Club, P.O. Box 678, Mount Dora, FL 32757

MAY

FLORIDA STATE FORCE 5 CHAMPIONSHIP — Tampa, FL; John Jeffers, 3102 Oaklyn Dr., Tampa, FL 33609, (813) 870-3926

MAY

GOVERNOR’S CUP — Kentucky Lake Sailing Club, Kenlake State Park, 2-3, Kentucky, KY; Bill Allbritton, 3151 University Station, Murray, KY 42071, Home (502) 753-7698 Office (502) 782-6951

MAY

4TH ANNUAL FORCE 5 LASER SHOOT-OUT — Crystal Lake Yacht Club, Crystal Lake, CT; John Montigny, 63 Collins Rd., Somersville, CT 06072, (203) 749-9219 or David Eddy (203) 742-8472

MAY

MOTHER’S REVENGE REGATTA — Lake Hartwell, Anderson, SC; Andy Kinghorn, 3 Yorkshire Dr., Greenville, SC 29615, Home (803) 288-8516 Bus. (803) 298-8251

MAY

MID ATLANTIC FORCE 5 REGIONAL CHAMPIONSHIP — Hunterdon Sailing Club, NJ; Ray Buchanan, 690 Fairmount Ave., Chatham, NJ 07928, (201) 565-4628

MAY

MID ATLANTIC FORCE 5 REGIONAL CHAMPIONSHIP & 7TH ANNUAL SPRING EASTERN LAKES CHAMPIONSHIP — Green Pond Yacht Club, Green Pond, NJ; Byron Hicks, Dead End At Green Pond, P.O. Box #2, Newington, NJ 07435, (201) 697-7636

AUG

FORCE 5 NORTH AMERICAN CHAMPIONSHIP — Manteo, outer banks of North Carolina; Joe Martone, 4413 Jeanne Street, Virginia Beach, VA 23462, Home (804) 497-3376 Bus. (804) 499-3434 or 499-3436
The Apollo fleet maneuvers in light to medium air at the Northeast Championship. Dave and Peg McGill (sail 751 — hull 4) from Stratford, CT won the event. Steve Andrews photos.

APOLLO FILM AVAILABLE

Interested in finding out more about the Apollo sailboat? You or your fleet can now view a ten-minute 16mm film. Three copies are available. To borrow one, simply provide the exact date the film is to be shown and make your request at least one month in advance of this date. A $75 deposit check, which will be refunded upon the film’s return, is required. Call Jan LaPointe, AMF Alcort Sailboats (203) 756-7091.

APOLLO USED IN AREA B SEMI-FINALS

Eastern Connecticut Yacht Racing Association juniors John Lombard from Essex and crew Alison Reynders won the Area B Bemis Semi-finals by taking two firsts and three seconds. The series was sailed in Alcort-supplied Apollo sailboats at the American Yacht Club in Rye, New York.

Second place finishers were Doug Walker and Neil Berger from Belle Haven Yacht Club of Greenwich, CT, representing the Long Island Sound Yacht Racing Association. M. Holmes and Betsy Holmes from the Shelter Island Yacht Club took third place for the Eastern Long Island Yacht Racing Association.

Lombard and Reynders went on to take sixth place in the Bemis Finals (USYRU Junior Doublehanded Championship) sailed at the Cleveland Yacht Club in Rocky River, OH.

Apollo Dateline

MAY
GOVERNOR’S CUP — Kentucky Lake Sailing Club, Kenlake State Park, 2-3
Aurora, KY; Bill Allbritton, 3151 University Station, Murray, KY 42071, Home (502) 753-7696 Office (502) 762-6951

JUNE
6TH ANNUAL FATHER’S DAY REGATTA — Lake Hopatcong, NJ; Paul 13-14
Burrowes, 16 Shawnee Parkway, Wharton, NJ 07885, (201) 663-0157

JULY
CASPER BOAT CLUB INVITATIONAL REGATTA — Casper Boat Club, 24-26
Alcova Lake, WY; Mrs. Norma P. Fowler, 3338 Monte Vista Dr., Casper, WY 82001 or Casper Boat Club, Box 2123, Casper, WY 82001, Home (307) 234-5856 Bus. (307) 237-8057

AUG
SCHROON LAKE SAILING REGATTA — Schroon Lake, NY; Mrs. Audrey 1-2
Hickson, Sec., Chamber of Commerce, Schroon Lake, NY 12870, (518) 532-7675

AUG
DESPERADO SAILBOAT RACE — Lac La Biche Sailing Club, Lac La 2
Biche, Alberta, Canada; J. W. Kozina, Box 1439, Lac La Biche, Alberta, Canada TOA 2C0, Home (403) 623-4870 Bus. (403) 623-4818

OCT
WACCAMAW INDIAN SUMMER & NORTH CAROLINA SUNFISH 10-11
CHAMPIONSHIPS — Waccamaw Sailing Club, Lake Waccamaw, NC; J. M. "Dick" Coburn, 1219 Pinckney St., Whiteville, NC 28472, Home (919) 642-3181 Bus. (919) 642-3153
Tactical expert Dr. Stuart Walker draws upon his extensive experience in international racing to create a game that will challenge and enhance your racing skills.

Marks to Port is for 2-6 players who wish to improve their basic understanding of sailboat racing or are accompanied by such a player. Ideal for introducing friends and prospective crews to racing and for illustrating principles in instruction programs.

Illustrated by Thomas C. Price

Super Sunfish Dateline

Grand Prix Schedule

April 4
End of Winter Championship
Indian Harbor Yacht Club
Greenwich, CT

May 3
Long Island Sound Super Sunfish Championship
Darien Sunfish Yacht Racing Association
Darien, CT

June 27
19th Annual Weekapaug Regatta
Weekapaug Yacht Club
Weekapaug, RI

Sept. 11-13
Super Sunfish North American Championship
Lake Mohawk Yacht Club
Sparta, NJ

Oct. 10-11
Light Corinthian Championship
Location to be announced
USBSA HAS BIG PLANS FOR 1981

The United States Board Sailing Association (USBSA), the organization dedicated to open sailboard racing, needs your support. For 1981, the USBSA intends to have a 60-race schedule published by mid-March. These events will be run across the country and will only be open to those sailors who are members of the USBSA or Boardsailing Canada. Yearly membership is just $5 U.S. and entitles you to a $2 discount on a subscription to "Board & Sail", the magazine of open class sailboard racing.

A one-year subscription is just $6 to USBSA members. Send a check today for $5 for membership or $11 for membership and a subscription to: USBSA, P.O. Box 206, Oyster Bay, NY 11771. Be sure to include your name and address and a complete description of your board: Manufacturer's Name, Model Type or Number, Hull Number and Sail Number. If you have any questions about the USBSA, contact them at: (516) 922-1289.

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Tom Grossman (left) and Tornado sailor Lee Stevens rig the Trac 14 in Rockport, MA where they'll sail the boat this winter.

TOM GROSSMAN TRAINS ON THE TRAC

Tom Grossman of Rockport, MA, known for his world caliber racing on the 53-foot CAP 33 and 56-foot KRITER VII maxi trimarans will train this winter on a TRAG 14.

He and crew Jim Gardiner will race aboard KRITER VII in the Observer Transatlantic Race 1981 in June, a two-man transatlantic race from England to Newport, Rhode Island. They are using the TRAC 14 in Rockport, MA to train for the event.

In 1976, Tom placed fourth aboard CAP 33 in the one-man transatlantic race called the Observer Singlehanded Transatlantic Race. In last year's OSTAR, Tom and KRITER VII were involved in a collision at the start which cost them a 25-hour delay and an 8-hour penalty. After climbing back to sixth place, Tom crossed the finish line eighth and was scored as tenth due to the penalty.

TRAC 14 RACING DEBUT

Erich Mueller, longtime Tornado and Hobie 14 sailor will introduce the TRAC 14 to the racing world at the Miami Multihull Midwinters at the Miami Yacht Club.

Erich will sail the 195-pound (rigged) TRAC 14 single-handed using the standard jib; he'll be entered in the Portsmouth handicap division. No Portsmouth numbers have been assigned as yet.

Skip Banks of Performance Sailing Products in Norwalk, CT has been selected to race the TRAC 14 in the Yachting One-of-a-Kind Regatta to be sailed at the Southern Yacht Club in New Orleans in early April.
Gary Jobson, Ted Turner's tactician on Courageous, 1977 America's Cup winner, recently raced an AMF 2100 in the Annapolis Yacht Club Fall Frostbite Series. In the four races they entered, they placed 2nd, 4th, 3rd and 9th out of about 18 boats average.

Gary and Dave McGill, AMF Alcort Customer Service Rep., came up with some comments on racing and tuning the 2100:

The rating of 246 PHRF seemed to be a good rating for the boat; the 2100 seemed fast upwind and straight downwind and slower on the reaching legs due to its short waterline.

Cross sheeting of the Genoa sheets is suggested so that you can keep your crew member on the windward rail. A crew of four worked best in anything over 15 knots.

It is very important to keep the rig tight to prevent jib sag. Tune the side shrouds so that the mast is straight from side-to-side in most conditions ... the leeward shroud should have no more than one inch play when the boat is heeled 15 degrees with crew in racing position. The fore-and-aft mast pre-bend should be about one inch when sitting at the dock with backstay adjuster slack. Backstay adjusters (designed for a split backstay arrangement) are an important addition for racing. The harder the wind, the tighter you want the backstay in order to flatten the sail and free up the leech ... wave conditions may also affect your trim.

The 2100 sails fastest when sailed relatively flat. A few degrees of heel is optimum for upwind work. In heavy wind, if the boat seems to be overpowered, consider shortening sail. Two sets of reef points are helpful in winds over 25 knots.

Unless local rules require that you leave your outboard on its bracket, the best location for your engine while racing is on the cabin sole tied to the mast support post. It should be tied securely in place so that it won't move.

For reaching the jib leads should be moved outboard through the use of a barber hauler attached to a pad eye (two per side are permitted) mounted vertically through the toerail. The locations of the pad eyes depend on the sizes of your headsails.

For class racing, the centerboard must be down at all times; for handicap racing we also recommend that you keep it down both for stability and tracking. The 2100 is very responsive to crew placement; good skippers keep their crew moving to take advantage of this. Also, as on most non-masthead rigs, the sails should be trimmed frequently for best performance.

Location of jib leads for upwind work can be ascertained by a simple test. As you are heading up, if the top of the jib luffs first, move the lead forward. If the bottom luffs first, move the lead back. The whole sail should luff at the same time.

In most cases, the mainsail will be the most effective when the upper batten is parallel to the boom.

If you have been racing your 2100 and have any additional information, please send it to us for possible inclusion in a future issue.

2100 FILM AVAILABLE

Interested in finding out more about the new AMF 2100? You or your fleet can now view a new eight-minute film by the 2100's designer, Ted Hood.

Three copies of the 16mm film are available. To borrow one, simply provide the exact date the film is to be shown and make your request at least one month in advance of this date. A $75 deposit check, which will be refunded upon the film's return, is required. Call Jan LaPointe, AMF Alcort Sailboats (203) 756-7091.

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USYRU HOLDS ANNUAL MEETINGS AT NEWPORT

NEWPORT, RI (November 24, 1980) — Over 300 USYRU members participated in USYRU’s four-day annual meetings, held for the first time at Newport, RI, home of USYRU’s national offices.

Following are some highlights of the meetings:

**Insurance**

The Regatta Liability Insurance program inaugurated in 1980 will be continued for 1981. More than 350 yacht clubs and other USYRU member organizations subscribed to this program in its first year. Insurance expires December 31, 1980, and subscribers will receive renewal notices. Others wishing information should write or call Karen Vinbury, USYRU, Box 209, Newport, RI 02840 (401 849-5200).

**Revised Rules (effective May 1, 1981)**

22.3 CLOTHING AND EQUIPMENT

a) Except as permitted by rule 22.3(c) a competitor shall not wear or carry clothing or equipment for the purpose of increasing his weight.

b) However, the total weight of clothing and equipment worn or carried by a competitor shall not exceed 15 kilograms when soaked with water, and weighed as provided in Appendix 10, (Weighing of Wet Clothing), unless class rules or the sailing instructions prescribe a lesser or greater weight, in which case such weight shall apply except that it shall not exceed 20 kilograms.

c) When so prescribed in the class rules, fabric weight jackets and water pockets, compartments or containers in or attached to clothing or equipment shall be permitted provided that they can be drained or abandoned in less than ten seconds. For the purpose of rule 22.3(b), the pockets, compartments and containers shall be filled completely with water and included in the total weight.

d) When a competitor is protested or selected for inspection, he shall produce all containers referred to in rule 22.3(c) which were carried during the race.

e) The organizing authority of an offshore event or events for cruiser-racer type yachts may prescribe that rule 22.3(b) shall not apply to the event or events.

60 MEANS OF PROPULSION

60.1 BASIC RULE

a) Unless otherwise permitted by this rule, a yacht shall be propelled only by the natural action of the wind on the sails and spars, and the water on the hull and underwater surfaces. A yacht shall not check way by abnormal means.

b) Sails may be adjusted and a competitor may move his body in order to change the angle of heel or fore and aft trim, or to facilitate steering. However, except as provided in rules 60.1(c) and 60.3, no actions, including tacking and gybing, shall be performed which propel the yacht faster than if the sails, hull and underwater surfaces had been trimmed to best advantage at the time.

c) A yacht may promote or check way by means other than permitted by this rule for the purpose of rule 58, (Rendering Assistance).

d) A yacht may anchor as permitted by rules 63, ( Casting Off, Anchoring, Making Fast and Hauling Out) and 64, (Aground or Foul of an Obstruction). A yacht shall not recover an anchor in a manner such that she passes the point at which the anchor is lifted off the ground.

60.2 ACTIONS THAT ARE PROHIBITED

Examples of actions that are prohibited except as permitted under rule 60.1(b) or 60.3.

a) Repeated forceful movement of the helm (sculling).

b) Persistent or rapidly-repeated trimming and releasing of any sail (pumping).

c) Sudden movement of the body forward or aft (oocing).

b) Persistent or rapidly-repeated vertical or athwartships body movement.

e) Movement of the body or adjustment of the sails or centerboard which leads to persistent rolling of the boat (rocking).

continued on page 16
16 WAYS TO BETTER BOARDSAILING

Sailboard Harnesses  Deluxe features: Reversible trapeze buckle (some like it up, some like it down). Quick-Release buckles, thick foam padding and a zippered pocket. Our proven design allows freedom of movement for the guys and a comfortable fit for the gals. Colors - Blue, orange, red & gold with contrasting lining and special binding detail. Sizes - S, M, L .* Please add $2.50 for freight & handling #01-0131 $8.95

Sailboard Trapeze Buckle  Made in U.S.A. All stainless construction. Use with 2" straps.* Add $1.00 freight and handling #01-0131 $8.95

Sailboard Mast/Sail Cover  Protect your sail while storing or cartopping. Big 16' bag tapers from 4" - 7" and includes a 6' nylon zipper and batten pocket.* Add $1.50 freight and handling #31-2430 $27.95

Car-Top Carriers by Quick-n-Easy Sturdy, all metal racks for any car or wagon with rain troughs. Carry your Sailboard Mast/Sail zipper and batten pocket.* Add $1.50 freight and handling #13-9001 $10.95

Car-Top Accessory Kit includes set of four molded roller-pads to cover "Legs." Shock cord tie downs for one or two boards. Add $1.00 for each additional board. #38-2201 $45.00

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Windfllte  Rubber skin sheds water and black color absorbs heat), lightweight waterproof sleeves. The high collar zips all the way to where the wind stays out. Blue only. Sizes - Junior 14, 16. Ladies 8, 10, 12, 14. Mens S, M, L, XL. * Add $3.00 freight and handling #38-7500 $79.95

Breezebreaker I by O'Neill  A unique jacket for high performance lifestyles and watersports. 2mm nylon-2 neoprene body with lightweight waterproof sleeves. The high collar zips all the way to where the wind stays out. Blue only. Sizes - Junior 14, 16. Ladies 8, 10, 12, 14. Mens S, M, L, XL. * Add $2.50 freight and handling #38-7500 $79.95

Surf Vane  The first wind indicator for sailboards to put the vane into your field of vision ... in front of the mast. The Surf Vane is supported from a collar slipped around the mast section. #04-7717 $10.00 * Add $1.00 freight and handling

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LEAGUE OF WOMEN VOTERS PRESIDENT
SAILS A SUNFISH

According to an article in the New York Times, Ruth Jean Gordon Hinerfeld, president of the League of Women Voters, does much of her relaxing on her Sunfish sailboat.

The article said that she spends at least three days per week in Washington although she lives in Mamaroneck, NY. Her demanding schedule during the week gives way to leisurely weekends at home with her family. Although she and her husband have a share in a larger sailboat, Mrs. Hinerfeld reportedly prefers sailing her Sunfish sailboat. We know what she means . . .

GULF YACHTING ASSOCIATION
SUNFISH CHAMPIONSHIP
Gulfport Yacht Club, Gulfport, MS
August 16-17, 1980

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**RULES continued from page 14**

60.3 ACTIONS THAT ARE PERMITTED

The following actions are permitted for the sole purpose of accelerating a yacht down the face of a wave (surfing), or when planning conditions exist, responding to an increase in velocity of the wind.

a) No more than three rapidly-repeated trims and releases of any sail (pumping).

b) Sudden movement of the body forward or aft (ooching).

There shall be no further pumping or ooching with respect to that wave or increase of wind.

60.4 PROTESTS UNDER RULE 60

a) Before signalling intent to protest, a yacht shall attempt to warn an infringing yacht by hailing. However, when a prohibited action confers an advantage at a critical point in a race (for example at the start, when approaching a mark, or near the finish), no attempt to warn is required.

b) When evidence discloses a possible infringement a yacht protested under this rule has the onus of satisfying the race committee that her action was permissible.