Eduardo Cordero Wins 1996 Sunfish Worlds

Kara Forman Wins 1996 Women’s NAs

Junior Sailing Report

Rudder Angle Revisited

Dominican Republic plays host to 10 countries, 113 sailors and their families and guests

Western Regional Championship Report

Sr. Olympics

NY Regionals

...and more...

The Official Publication of the International Sunfish® Class Association Winter 1996, Vol. IV No. 11
Welcome to the Spring Issue of the Windward Leg, the official publication of the International Sunfish Class Association.

**Sunfish Love**

Former Worlds champion Stephen Smueleders and 1995 Women's North American champion Posy (aka Dr. Joey) Seifert got to know each other a few years ago driving out to a Force 5 event in Ohio. More recently they've been seen together at many events. Well, it turns out that at this year's Worlds in the Dominican Republic they took a vow of secrecy on their double secret engagement. They didn't let the news be known until Thanksgiving when Stephen had to break the news to the Seifert family. I guess the Sunfish is still the love boat as Peg Beadle calls it. Let's hope these two keep up the Sunfish tradition and maybe in a few years we'll see some junior Smueleder-Seifert sailors competing for championship titles.

Congratulations also to Rick Fleig of SLL who recently got married. He and his pretty fiancée attended this year's Worlds as a pre-honeymoon.

**1997 Sunfish North American Championship**

**Gulfport Yacht Club**

**Gulfport, MS**

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**SUNFISH LISTSERVE**

To exchange information and news about sailing and racing Sunfish sailboats, subscribe to the Sunfish listserve. Messages sent to the system are forwarded to all subscribers. There is no charge for subscribing. Subscribers are screened to keep out spammers, and the list of subscribers is confidential so your name is not available to cyber marketers. You must subscribe before you can post. And please note that there are two different addresses: one to subscribe or unsubscribe and one to send messages. The volume of mail has not been heavy, so it won't clog up your mailbox. It's easy and fun.

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**Coming in the Spring Issue...**

**Book Review for The Sunfish Bible**

Why You Need Full-Fingered Gloves by Dr. Len Ruby

Winning Tips for Good Starts by Silver Medalist Doug Kern

How to Register for the 1997 North Americans

True Confessions of the Mid-Winters Party Crowd

and Why Being 40+ Makes You One of the "In" Crowd (FL Masters Report)

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

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

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

Membership Information is available in most issues of the Windward Leg, on the inside back cover, for your use in recruiting new members. The advantages of membership are explained above the form. Fleet Charters are available at no charge, whether new or renewed. A minimum of five boats with current membership is required. Fleet Captains may obtain a fleet champion black chevron and certificate for their fleet champion by sending a written request to the class office.

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

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

Some highlights:

- Preventing Breakdowns (Workshop) by Brian Weeks; Add a Hiking Strap (FYI) by Eric and Scott, Vol. III No. 5.
- Making the Stock Board into a Speed Board by Brian Weeks, Vol. III, No. 9 (woodboard).
- Inner Hull Repairs by Brian Weeks, Vol. IV, No. 1.
- Four Things You Must Know for Each Start by Rick White; Rudder Efficiency by Brian Weeks, Vol. IV, No. 2.
- A Slick Bottom Goes a Long Way by Brian Weeks, Vol. IV, No. 3.
- Practice Sailing with Ease by Derrick Fries; New Daggerboard Repairs by Brian Weeks, Vol. IV, No. 4.
- Resealing Foam Blocks by Brian Weeks, Vol. IV, No. 10.
- Small Winter Projects That Mean Speed Next Spring by Brian Weeks, Vol. IV, No. 11.

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

- 1st World Championship (St. Thomas)
- 21st Worlds (Curacao)
- 3rd World Championship (Bermuda)
- 1989 Masters Regatta (Florida)
- 18th Worlds (Aruba)
- Sail to Freedom
- 19th Worlds (Nassau)
- Sunfish Promo
- Combat 1st and 3rd Worlds (St. Thomas and Bermuda)
- US SAILING Video on Rule 54 (Propulsion and Kinetics; explanation by IYRU; 26 minutes)

All correspondence:

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Keeping on Top of the Issues

The important thing for the survival of our class is to fairly represent the cross section of people who are involved and love the boat. Some times as President, it is difficult to discount my own views and represent what the majority wants. The goal at hand is to keep sailors and competitors excited about what is happening, yet not have so much happening that people stop sailing the boat due to expense or extreme change. I think what people like is slow change in order for the action on the water not to get stale.

The recent hot topic over the course of the last two years was whether or not we would change the Sunfish rudder design. After careful research and study, Larry Cochran, our Advisory Council Chairperson, came up with a profile that he thought would be good for the boat. Personally, I did not want to see a change. As Regatta Chairman and now President for the last six years I saw first hand how the daggerboard affected the class. The real racing population accepted the expense and welcomed the change as well as the new speed. Still, to this day, however, I get letters and calls from people who want to know how to handle parents of new juniors often find used boats at reasonable prices. Then, the next week they come to the quick realization that they need $600.00 for a new sail and an up to date daggerboard. If you throw a rudder into the picture, we could create real trouble.

The real decision making process on the rudder came at us, in a way, from SLI. SLI told the class that we could keep our existing rudder or turn to the Escape rudder, which in many ways was similar to Larry Cochran’s rudder. Testing took place over the course of last winter and into the summer months. The results proved the rudder to be just about the same speed as the present wood rudder, but there were some disadvantages downwind and in the category of weed clearance. On top of these complaints there was still a great deal of fear in the class about the backlash from another change. At this year’s NAs, the US class voted to keep the current rudder.

Meanwhile, we received word from SLI that all ‘97 Sunfish would come with Escape rudders. SLI was looking to simplify its various boats with one good rudder, and I felt they were anticipating an approval from the class. Who could argue a good quality glass rudder? But at the World Council meeting this past Fall, the other countries felt as the US did that it could hurt the class. They voted to keep the current rudder in wood or, if possible, in glass. This would make both old and new rudders equal since we can already make a glass rudder for all intensive purposes by glassing over the wood.

After the Worlds, I went to SLI along with Chief Measurer Joel Furman, to discuss the matter with SLI President, Peter Johnstone. We did ask to have our wood blade made in glass, but Peter wanted to keep things simple and cost effective. After the meeting, it was agreed that only resort boats would receive the Escape rudders. ‘97 boats will come equipped with class legal wood blades as usual. We had some work in reaching this decision over the course of the last two years, but it is one that I feel for now is in the best interest of our class which still shows signs of growth in the US and abroad. We must carefully think these issues out and stay on top of what our membership wants. My goal is to make sure that the Sunfish, as a boat and a class, will be here for my children and, hopefully, my grandchildren.

Brian Weeks

Letter from the ISCA President

Dear Sailing Friends,

It’s been a good year for the class. We have more members than ever before, our manufacturer is making the boats better than ever, and we have more racing in more regions than ever before.

Our numbers have grown significantly, particularly in the Caribbean. The Dominican Republic hosted this year’s World Championship at a beautiful resort area called Boca Chica near Santo Domingo. Eleven countries were present. Andres Santana, your ISCA Vice President, and Hector Duval did a fantastic job putting together the largest fleet ever for a World Championship. A huge thanks goes to both of them and to their whole team of volunteers for all their hard work and great planning.

Congratulations to Eduardo Cordero from Venezuela on winning the championship, Malcolm Smith from Bermuda on his second place, and Jeff Linton, USA, for his third place.

While we were there we got word from Hector Duval that the Sunfish has been officially accepted as a class in the Caribbean and Central American Olympic Games. Hector has just organized the Caribbean and South American Sailing Federation to further sailing (particularly Sunfish) in these countries.

Paul Henderson, President of the International Sailing Federation, ISAF (which used to be IYRU) joined us for several days. He met with various groups several times and gave us a rundown on what’s going on in sailing around the world. He feels there is a desire to get back to the camaraderie of club racing without all the high-tech, big boat, big crew difficulties. He thinks the Sunfish could be ideal for this kind of revival. Now we have to get the message out about how much fun we have.

Several days after we got home, Lee Parks wrote saying that the Pan Am Organizing Committee was meeting to talk about which classes would be selected for the 1999 Pan Am Games in Winnipeg, Canada. She suggested that as many Sunfish organizations in Pan Am countries as possible should write to their national authorities and the Pan Am Committee in support of the Sunfish. I contacted as many of our countries as I could, and they all wrote great letters. Thanks to all of you for responding on such short notice. Lee says the organization secretary, Rich Jeffries, was favorably impressed with the response. Being a Pan Am boat could really help our growth in the Caribbean countries and Canada.

Will White’s new book, The Sunfish Bible, has just been released and compiles every possible bit of information on Sunfish history, learning to sail, racing, tuning, and maintenance. Even the most experienced Sunfish racer has much to learn from its 363 pages. It includes Larry Lewis’ Sail It Flat and Derrick Fries’ Successful Sunfish Racing.

Have a good winter sailing, skiing, vegetating, or whatever and...

Think Sunfish! Jean Bergman

Winter -- Vol. IV, No. 11
ISCA WORLD COUNCIL MEETING

October 17, 1996
Club Nautico
Dominican Republic

World Council members present: Jean Bergman (President), Andres Santana (Vice President), Terry Beadle (Secretary), Michael Scriver (Sweeper), Len Ruby (Past President), Dan Feldman (Advisory Council Representative), Eduardo Cordero (Advisory Council Representative), David Frith for James Stewart (Bermuda), Brian Weeks (USA), Hector Duval (Dominican Republic), Eduardo Cordero (Venezuela), Joel Furman (Chief Measurer), Greta Dekker-Bruning (Holland), Francisco Castillo for Luis Eduardo Baron (Colombia), Alex Roose (Curacao), Dr. Henri Piel (Martinique), Hank Bielderman (Bonaire), Jaime L. Purcell (Puerto Rico).

The meeting was called to order at 6:25 p.m. by President Jean Bergman. Roll call was taken and it was determined that a quorum was present. Each NSCA with at least 20 members was entitled to one vote. Additionally, the USA with 1515 members was entitled to an additional 3 votes, making their total 4 votes.

The minutes of the last meeting were approved as published in the Windward Leg.

President's Report - We are very healthy with 13 countries represented. We have almost 2000 members. The boats being produced are doing very well. The 1997 Worlds will be in Cartagena, Colombia, and Sayville Yacht Club in Sayville, New York, has given me a bid for 1998 which I have accepted. And 1999 is still open, but Curacao/Bonaire would like to have it in the year 2000. The way that you go about asking for a World's Championship is to write a letter to me and then I talk to officers and people and look at the bids that we might have and I get back to you with a "yes, your bid is accepted" or "would you like to do it another year".

Some discussion ensued concerning a site in Arabia. Also, the Internet and our Web Site were mentioned as another of our communication tools.

Vice President's Report - I have been working with Puerto Rico to wake up the Sunfish Class in Puerto Rico. Finally, they are here for the first time in 19 years. Puerto Rico deserves an applause. The same thing almost happened with Peru. They called me for this regatta. They were close to coming for this regatta. At the end, they could not make it. There are people from Peru in Miami interested in maintaining communication. I think if we keep the communications open, we can have them in Colombia. I see the Class with a lot of potential, especially in South America. Colombia has shown tremendous expansion in their Class. Hector and I were in Cartagena, Colombia, at the beginning of this year just to see how things are there. Looking for the security and looking for other conditions to have a Sunfish World's there. I made a very extensive report, slides and everything, and my impression was really great. I am really very enthusiastic with ideas to participate in the Colombian Sunfish World's. I will be the first to be sailing there. Another thing, for the last six months, as you may know, we have been working for the Worlds. It has been a lot of work during those six months. I didn't expect this to be 100% perfect, but we really tried hard and I wish you enjoy it. Finally, I think we have a nice future and I will be working as of today to do all my best to contribute as much as I can to develop the Sunfish Class not only in the Caribbean, but in the world. Last night it was announced that the Sunfish Class will be officially in the Caribbean and Central American Olympic Games. That was an effort by Hector. He did a good job organizing the Caribbean and South American Sailing Confederation. And also talking to the regional Olympic authorities. And finally, we are going to have in Venezuela, the Sunfish as an Olympic Class. I think if we continue in that direction maybe in 5 years we are going to be in the Pan Ams. Continuing with that in mind, I think South America has good potential and the Colombians must work very hard to get the attention of the countries in their vicinity in order to develop the Class in that area.

Treasurer's Report - Mike Scriver explained the work Andres did in getting the 110 boats from SLI and applauded Andres for his efforts and the Dominican Republic's efforts. Mike Scriver read the report (see attachments). Mike mentioned that the expenses are out-weighing our income. He mentioned that we may want to increase our dues. Some discussion ensued concerning the various expenses and how to reduce them or how to raise additional income. Some additional discussion took place relative to having the Treasurer bonded and the books audited. A motion was passed to have the Treasurer's report accepted as read.

Advisory Council Report - Acting Chairman Dan Feldman presented the Advisory Council report. The following recommendations were presented for approval:

1. The addition of Article 12.3 to the Constitution was approved as presented.
2. The addition to Rule 3.5.6 was reworded as follows and approved:
   "It is permissible to use a thimble, or plastic tubing without using parts tied into the purchase loops, to prevent chaffing of adjustable outboards/Cunninghams. This device shall not be attached to the boom."
3. The replacement of item 2 of Rule 3.7.6 was approved as presented.
4. The rudder recommendation was presented. A lengthy discussion took place.

A motion was made and passed that we as the International Sunfish Class do not accept the Escape rudder.

A motion was made and passed to accept the rudder recommendation of the Advisory Council. There was no second.

A motion was made and passed to give the committee that delivers the message to SLI that we do not accept the Escape rudder, the power to negotiate a resolution based on what they have heard at this meeting and based on what they can negotiate. It would require approval of this World Council.

The Council went to dinner.

Membership Committee Report - Terry Beadle read the report prepared by Chairperson Erik Erickson (see attachments). Total membership is 1973.

IYRU Committee Report - Terry Beadle read the report prepared by Chairperson Parks (see attachments).

Election of World Council Officers - A slate of nominations was presented by Len Ruby (Nominations Committee member). The nominations proposed were all of the present officers in their present positions (President Jean Bergman, Vice President Andres Santana, Secretary Terry Beadle, Treasurer Michael Scriver, Chief Measurer Joel Furman). A motion was made and passed to elect the officers proposed by the Nominations Committee.

Annual Dues - A lengthy discussion took place concerning the fact that ISCA is spending more than it is taking in. Several ideas were discussed. A motion was made and passed to increase the ISCA dues by one dollar (US) effective January 1, 1997.

Yearbook - Some discussion concerning the Yearbook took place. It was mentioned that it will be ready within the next month or two.

Honorary Lifetime Memberships - A motion was made and passed to grant Paul Odegaard an honorary lifetime membership in ISCA.

A motion was made and passed to grant Larry Cochran an honorary lifetime membership in ISCA.

A motion was made and passed to grant an honorary lifetime membership to not more than one person each year.

Elimination of Bank Wire Transfers - This topic was discussed. Alternatives were described and it was generally agreed that bank wire transfers would be limited to special cases. No motions were presented.

Round-Robin Possibility - SLI supplying only 40-50 World boats was discussed. Lowering the number of qualifiers was discussed as well as other alternatives. The discussion was lengthy, but no motions were presented.

A discussion concerning the possibility of Venezuela hosting the 1999 World's was presented by Eduardo Cordero. Some discussion followed.

A discussion took place concerning what a World's host should do and what they should be concerned with.

The meeting was adjourned at 10:01 p.m.

Respectfully submitted,

Terry A. Beadle, ISCA Secretary
Advisory Council members present: Dan Feldman for Larry Cochran (USA), A. David Frith (Bermuda), Alex Roose (Curacao), Rick Fleig for Peter Johnstone (Builder), Joel Furman (Chief Measurer), Dan Feldman (USA), Gijs van Omme for Jan Walig (Holland), Hector Duval (Dominican Republic), Eduardo Cordero (Venezuela), Andres Santana (Dominican Republic).

Terry Beadle (ISCA Secretary) attended as a non-participating member.

The meeting was called to order at 6:25 p.m. by Acting Chairman Dan Feldman. Roll call was taken and it was determined that a quorum was present. Each member introduced themselves.

The minutes of the previous meeting as published in the Windward Leg were approved.

Acting Chairman Feldman continued the meeting with a discussion of the proposed changes to the rules.

A motion was made and passed to add Article 12.3 to the Constitution that would read as follows:

12.3. The ISCA Class Rules shall not be changed more often than every two years, based on the effective date of the relative change.

A discussion concerning allowing single boom blocks other than those supplied by Builder was discussed. No motions were made.

A motion was made and passed to add the following to Rule 3.6.5:

"It is permissible to use a thimble, or similar device without moving parts tied into the purchase loops, to prevent chafing of adjustable out hails. This device shall not be attached to the boom."

A motion was made and passed to replace Rule 3.6.5 with the following:

3.6.5. Sail Numbers. The objective of ISCA is for members to use sail numbers assigned only by the National Sunfish Class Association (NSCA) and to require uniformity so that numbers are easy to read.

Assignment. The NSCA shall assign to each member of the Class a unique sail number which shall be displayed on each side of the sail. This requirement shall be strictly enforced at all World Championship qualifying regattas beginning with new sails put into use after January 1, 1996.

Size and Shape. The numbers must be easy to read, rounded in shape and of the following dimensions:

Height: 10 ± 0 inches (25.4 ± 1.3 cm)
Width (excluding #1): 7 ± 0 inches (17.8 ± 1.3 cm)
Thickness: uniform 1 ± 0 inches (4.5 ± 6 cm)

Color. For white sails numbers shall be dark and dense, preferably black. White numbers shall be used on dark sails.

All digits on a sail must be the same color.

Placement. Placement shall be as shown on the Measurement Diagram for the sail.

Numbers shall be placed parallel to and 1 ± 0 inches (2.5 ± 1.25 cm) from the center of the sail just below the Sunfish emblem, centered under the emblem, with the number on the starboard side placed above the seam and the number on the port side placed below the seam. Space between adjoining numbers shall be 2 ± 0 inches (5.1 ± 6 cm).

Effectivity. The requirements for size, shape, color and placement shall be strictly enforced at all World Championship qualifying regattas beginning with the new sails put into use after January 1, 1999.

A motion was made and passed to replace item 2 of Rule 3.7.6 with the following:

2. The wire bridle without a loop in the center supplied by the Builder. The effective length of such bridle shall be 31 inches ± 1 inch (2.54 cm) measured from eyestrap to eyestrap.

A motion to discuss a new rudder was made and passed. A lengthy discussion ensued. The Council went to dinner at 8:15 p.m. The Council returned from dinner at 9:15 p.m.

The rudder discussion continued with various topics (Escape rudder, new design rudder, no rudder changes, high density foam based rudder, etc.).

Finally, a motion was made and passed to discontinue the present wooden rudder and replace it with an identically shaped high density foam based rudder.

Dan Feldman and Eduardo Cordero were elected as the Advisory Council Representatives to the World Council.

The meeting was adjourned at 11:01 p.m.

Acting Chairman Feldman will prepare the Summary of the Advisory Council Report for the World Council meeting.

Respectfully submitted by: Terry A. Beadle, ISCA Secretary

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**ISCA TREASURER’S REPORT**

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Sunfish Office Duties | 3,232.96 |
Office Supplies | 56.10 |
Printing (Sunfish Office) | 250.55 |
Printing (Windward Leg) | 2,315.50 |
Postage | 688.07 |
Telephone | 316.31 |
Trophies | 301.16 |
Worlds Sponsorship | 5,000.00 |

Balance on Hand (as of 6/30/96) | $ 13,347.77 |

**ISAF REPORT -- October 1996**

Lee Parks, Sunfish Class Representative to ISAF

Beginning this summer the International Yacht Racing Union (IYRU) started going by their new name, the International Sailing Federation (ISAF — ISF was already taken by the Soccer Federation).

In my last report the ISAF was considering requiring International Classes to have a minimum number of countries participating at their World Championships in order to use the term “World.” The ISAF has dropped this proposal. All International Classes may hold world championships no matter how many countries compete. However, the Sunfish Class is required to maintain active in six countries on three continents and ISAF considers North and South America one continent. (They need a geography lesson!)

ISAF agendas for the November meetings have not been received in the U.S. at the time of this report but there are a couple of issues which I can report on:

1) It is likely that a version of the experimental rules which have been widely tested over the past four years will be approved in November. The new rules go into effect in January although some countries may delay for translation purposes. The rules will change the game somewhat and eliminate some of the “mischief” (i.e., hard juffs, windward mark port tack “slam dunks”).

2) The ISAF held evaluation trials last month to consider a new boat (skiff) for the 2000 Olympics in Sydney, Australia. An ex-Sunfish racer, Pease Herndon Glaser, was one of the lucky people selected to sail the boats at the Trials on Lake Garda, Italy. Eleven classes were tested and the committee recommended the 49er with the BOSS as second choice. The final decision will be made at the November ISAF meetings in Brighton, England, where all classes for the 2000 Olympics will be chosen.

3) ISAF President Paul Henderson is pushing for an 11th medal in yachting. Women’s match racing in three-person keelboats (no, not Sunfish) has been proposed.

Next year’s ISAF meetings will be held in Sweden in early November.

There is much more going on at ISAF and I hope President Henderson filled you in. I don’t think an IYRU president has ever been to a Sunfish event. Did anyone get him out on a Sunfish?
MEMBERSHIP REPORT -- October 1996
Submitted by Erik Erickson, ISCA Membership Chairman

ISAF REPORT -- December, 1996

The International Sailing Federation (ISAF) met in early November. Here are the highlights of that meeting:

Racing Rules -- The new (experimental) racing rules were adopted effective April 1, 1997. [US SAILING will have rulebooks available in March.]

2000 Olympic Classes -- As expected the 49er is the new high performance dinghy with twin trapeze and asymmetrical spinnaker. The Star class was dropped. The full line up is: IMCO men and women, Europe, Finn, Laser, 470 men and women, 49er, Tornado and Soling (fleets/matches). The International Olympic Committee (IOC) denied a request for an 11th sailing medal for match racing for women.

Weight Jackets -- Weight jackets have been banned. (The Sunfish Class banned them last year.) Furthermore, the total weight limit on clothing (old rule 61, new rule 43) cannot exceed 8 kg. (previously 15 kg.) unless the class rules or sailing instructions prescribe the new higher limit of 10 kg. (previously 20). However, excluded from these limits are trapeze harnesses and clothing worn below the knee.

Camelbacks -- The wearing of drinking-water bottles on the body is now interpreted as infringing the racing rules against wearing clothing for the purposes of increasing weight (new ISAF Case no. 170).

Ice/Snow Sailing -- Ice Sailing in future Winter Olympic Games is a distinct possibility.

Lee Parks, ISCA Rep. to ISAF

SPECIAL WORLD COUNCIL MEETING -- October 19, 1996

HAMACA Beach Resort, Dominican Republic

A special World Council meeting was called to order by President Bergman. Dan Feldman presented an Advisory Council recommendation which had been missed in the normal World Council meeting. The replacement of Rule 3.6.5 was approved as presented. The meeting was adjourned.

Respectfully submitted: Terry A. Beadle, ISCA Secretary

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The Need for Junior Clinics

Alex Conway, Jr. Class Co-President

Having junior clinics before major regattas would serve many purposes that would increase current junior participation and help preserve the Sunfish class and sailing as a sport for years to come. A major obstacle for most junior sailors, and one I too am trying to overcome, is the feeling that we don't belong in the front of the pack. By having a clinic before the regatta, all the younger sailors would become acquainted with the top sailors and feel more comfortable with them on and off the race course. In addition, the juniors would receive the coaching necessary to get up front in the first place.

There are many convenient times for these clinics. The Saturday before the practice race would be an ideal time for a clinic to be held at the North Americans. Most of the elite sailors would want to sail and check the conditions that day anyway. And taking a couple of hours out of their practice to help the younger sailors would most likely not be a problem. After all, the time would not be a waste. By instructing the juniors before the regatta, the top sailors are refreshing their minds the tactics and finer speed points they may not have thought about in months. Also, their service would not go unrecognized. They would assuredly receive a much deserved thank you and probably a token of our appreciation at the awards dinner. It would not only be reasonable but smart to be the host of a clinic.

There are many ways to go about holding these clinics. The most popular and easiest would be a "beach lesson" where the boats are rigged on the beach and a brief discussion follows. I feel this is the least effective because it only touches upon rigging and limited analysis of boat speed. Most intermediate sailors have little to gain from this form of instruction, and it is boring and redundant to the instructors. Another more helpful form of lesson would be on-the-water practice. The better sailors would have extensive knowledge about these areas. The third type of lesson would be on-the-water practice. This may not always be practical but would be by far the best form of instruction. A brief "chalk talk" should take place prior to leaving the beach to avoid confusion on the water. While flat-out knowledge can never hurt, training techniques should be explored no matter what the form of the lesson. It is best to show the students how to help themselves on their own time because only so much can be accomplished in a day. No matter what is done it will be a positive learning experience for all involved.

An extremely important advantage of having a junior clinic prior to the actual racing is the interaction with the top sailors in the class. Many sailors, young and old alike, sail under their ability level when they get to the front because they feel they got lucky and don't belong there. They give up fighting for their position. Another barrier that keeps them from finishing up front is being intimidated by the leaders which is particularly detrimental to the younger sailors because they generally do not socialize with the leaders off the race course. It is by no means the fault of any of the sailors. (I have yet to meet a mean Sunfish sailor!) It is merely the fact that the drinking age in America is 21 and, after the race, the kids can't hang around the bar. Just a little socializing goes a long way toward making the juniors feel comfortable and increasing their finishing positions by double digits.

It may sound like a cliché, but the youth are the future of the sport of sailing. None of us want to see the Sunfish class die out so we must accommodate the juniors and get them actively involved in the Sunfish class. We should all share our knowledge with anyone who will listen because only then will we have the best competition and an extremely dedicated class where everyone has more fun.

Editor's Note:

I had the pleasure of meeting Alex at last year's NAs in Sayville. With young people like Alex and Paige Deiner, the other Jr. Class co-President, the future of the sport of sailing looks bright! There are lots of ways we can help. A Junior Sailing section in the Windward Leg is one way. Receiving race results, photos (including some fun photos!), and junior sailing articles would be wonderful. If you are a junior, a parent, or just an interested Sunfisher, take the time to promote junior sailing in any way you can. Most clubs have some sort of junior sailing. And we know how active the Sunfish juniors are! The opportunities are endless. vep
The Work Bench

A column on ideas and upkeep ... by Brian Weeks

Small Winter Projects That Mean Speed Next Spring

This winter there are a few projects that you can work on that will mean extra boat speed when the weather gets warm this season. You may want to put the boat in a warm place such as a garage or basement in order to work comfortably. Common household tools can be used for all these projects, but you may need some specialty supplies such as West System epoxy or gelcoat.

The first project that I feel you may want to work on is trunk fairing. Take your boat and put it up on its side. Take a look to see how much board slop there is when the board is moved side to side. A sixteenth of an inch or gap can mean a 1/2" or more of board movement at the tip from side to side depending upon which tack you’re on. No wonder you heard that vibration this past summer. You should set out to make a nice tight fit. Take some measurements and make some markings, keeping in mind that the board must come through the trunk perpendicular to the keel. When perfect, the board should be 90 degrees to the keel and the rudder when steering straight should be in the exact plane of the board.

Use some 36-grit sand paper to scratch up the lower inner trunk area. Next mix up some West System epoxy with some colloidal silica powder mixed in to make it a peanut buttery consistency. Carefully use some tongue depressors or clean putty knives to spread layers of epoxy fore and aft and side to side at the approximate size that needs to be filled. Keep it as neat as possible. When all is dry you can file and sand the trunk smooth. Try repeated fittings of the board until it fits just right. You may need a second application of epoxy. When finished, sand the area nice and smooth.

Now you can work on carpeting the trunk. Cut some strips of thin indoor/outdoor carpeting, about 1" wide and a little longer than the depth of the trunk. Wet out the strips with some white or clear silicone seal. Put plenty of seal on the backs. Now carefully lay the carpeting strips in the fore and aft ends of the trunk. Press them in firmly with dowels or sticks. Let them dry for a day or two before using the trunk. Clean off the excess while wet and cut off the excess carpeting. This year your board will fit like a glove and be protected as well.

Another project is to fair your bottom up over the winter. Flip the boat over and check for deep gouges and scratches and even cracks. You should order some gel coat in the color that your boat is. You can go back to your past Windward Leg issues and see my article on gel coat techniques. Grind out any cracks and repair all areas with gelcoat or epoxy after neutralizing the spots with acetone. After the repair areas dry you should block sand them with wet and dry paper of about 320 grit. If you want to make the boat super shiny again, you can block sand all the spots up to 1000 grit and compound the bottom. Otherwise, you can go for the smooth wet sanded bottom by wetsanding the entire bottom up to 400 or 500 paper.

Another quick project is to go about making your hull waterproof again. Check the boat for leaks by putting some air into the hull. Make sure you close off the air relief hole under the forward cockpit rim. Test for leaks with soap and water. Do not put too much air into the hull.

You should resell all hardware, the spray rail and its rivets and check the rail edges for voids. Make sure that your dry port is not the culprit. Most dry ports have leaky seals.

You may want to install a compass this year. Let me tell about the new hot mounting spot. Buy a compass that has a neck on it like the Silva. Install the bracket with silicone and tapping screws just to port side of the mast step. This is a great spot since it avoids the magnetic conflict with the new daggerboards.

You may want to put on a new cleat for your halyard. The hot new idea is to install an MKII clamcleat or similar at the allowable height on the mast. This allows for low stretch, quick release and access, an adjustable vang set up and free rotation of the mast. This is definitely fast. All you need is the cleat, a drill, some tapping screws and to make sure the cleat is in line with the hole in the mast cap.

My last bit of project advice for all this winter, assuming your boat is in good racing shape and fairly up to date as far as rigging goes, is to work on your rudder blade. Check its legality and work on that leading edge. Coat and re-coat the blade with epoxy or epoxy paint and wet sand it until it is a piece of artwork. This will give you speed physically and mentally where you need it the most. It pays to keep your mind on the boat during the slow season. See you in the Spring. I love those chilly regatta mornings in April and early May.
**ADJUSTING RUDDER ANGLE**

Larry Cochran

The Class Rules specify that the angle between the rudder leading edge and the bottom center of the hull shall be no less than 120 degrees. Recently, more attention is being paid to measuring this angle at regattas and most are well above 120 degrees. A lower angle improves the rudder’s effectiveness because it places the rudder deeper in the water, increases the area in the water and tending to reduce helm load and stall. If your rudder angle is much over 120 degrees, you must adjust it. A reduction of a few degrees in the rudder sweepback will be a very small benefit which you are more likely to notice in heavy air.

Rudders made by Alcort were usually close to 120 degrees. Sometimes, tooling was changed resulting in about 126 degrees which decreases depth by one inch. In 1995, SLI revised the tooling to come closer to 120 degrees. Measurers will be equipped with templates to measure rudder angle at some regattas to rule out any rudders below 120 degrees. You can make your own template from a piece of cardboard using a protractor to mark the angle. (Office supply stores sell inexpensive plastic protractors.) The legs of the template must be at least 8 inches long to bridge the notch in the hull for the old style rudder. When measuring the angle with the rudder on the boat, pull the bottom of the rudder back lightly to take up the slack in the mounting because that is the position it will assume in the water, but it must remain seated against the 1/8 inch thick rubber bumper inside the rudder cheek.

You may rework the rudder to bring it down to 120 degrees. This will require removing material, maybe as much as 3/8 inch, from the upper front edge that seats against the rubber bumper inside the cheek and relocating the hole where the tiller attaches.

Make a template from cardboard or thick paper as shown in the sketch, using a protractor to set the 40-degree angle. Remove the cheek assembly and place the template on the rudder so that the long edge is directly over the rear edge of the center pivot hole and the angled edge lines up perfectly with the leading edge of the rudder. Any part of the rudder that protrudes beyond the forward edge of the template should be removed. If the template protrudes beyond the forward edge of the rudder in the area where the rudder contacts the rubber bumper, the rudder angle is less than 120 degrees and the rudder should be built up to meet the template.

Assemble the cheek and springs to the rudder and check the angle on the boat. If necessary, add or subtract a little material on the rudder to meet the 120-degree angle. Set the tiller in place to align the straps properly against the upper surfaces of the cheek and mark the new location for the hole in the rudder for attaching the tiller. Plug the old hole and drill a hole in the new location, being careful to make the hole square with the rudder surface.

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**WHY CARTAGENA**

1997 Sunfish Worlds Discussion

Andrés Santana, ISCA Vice President, Dominican Republic

Colombia has shown an impressive development of the Class. In just two years they built a 40 boat fleet with an excellent competition level (Sebastian Higuera finished 10th in Bahamas and just finished 4th in Dominican Republic). Strategically, Colombia is a key to access South and Central America due to their geographic position and their leadership in the region. They may be able to make countries like Peru, Ecuador, Brazil, etc., to participate and maybe to sell them new Sunfishes to initiate their fleets.

There are people afraid of participating in Cartagena due to the violence campaign reported daily by the newspapers and television about Colombia.

During the World Council in Bahamas, Hector Duval and I were given the task of traveling to Cartagena to submit a detailed report with our findings. I hope this article will help to clear your fear since we discovered one of the best places in the world for sailing.

We traveled to Cartagena to participate in the Sunfish National Championships in the most overpopulated season — the Holy Week. People from everywhere in Colombia and lots of foreign tourists visit Cartagena during the Holy Week. As observers, it was the best time to test the security of the city. Hector and I do not look like the North American type, but we saw lots of Americans and European tourists having a time as good as ours.

Cartagena is a city that combines a lot of historic places with very modern neighbors like "El Laguito," where the Hilton Hotel is located. The Old City is the biggest and the most beautiful I have ever seen. The people are very friendly and never stop having a party on the streets.

We were walking (alone) day and night to and from town and had fun like never before. There are excellent gourmet restaurants, nice pubs & discotheques, beautiful stores, and nice people. The City was very well guarded by policemen who were patrolling all day and night. We observed the policemen doing their job being friendly all time. They randomly checked people as part of their routine. During our stay we did not see, read, or hear about any violence in Cartagena.

After talking with several people we understood why Cartagena, as one of the best options for the tourists worldwide, and as one of the best sources of foreign exchange for the Colombian economy, is protected by all Colombian citizens and the government. The violence found in other cities of Colombia have never been present in Cartagena because every Colombian preserves this City as a treasure. This explains why the Report from the US Department of State for travelers explicitly excludes Cartagena as a focus of violence in Colombia.

The Hilton Hotel, the host of the Sunfish Worlds, is one of the best hotels I have ever seen. The race area will be near the hotel, with winds of 12-20 knots and very short waves (1 feet). The weather is very hot and humid, but easily compensated with a good “Pina Colada”.

If you had fun at the Dominican Republic, you can not miss Colombia, because without any doubts, it will be much better. I am already registered as the first foreign competitor... are you going to join us?
1996 Women's Sunfish North Americans

Lake Bluff Yacht Club, Lake Bluff, IL — A few years ago the Lake Bluff Yacht Club developed a mission statement (as that seemed to be the trendy thing to do at the time) to become a “world class sailing organization.” The club decided to begin its quest by hosting the 1995 Midwest Regional Championships. After a successful event, one of the women sailors mentioned the possibility of bringing the Women’s NA’s to LBYC. Club members got behind the idea and the plans were made.

Several months of planning, dozens of phone calls, numerous trips to T-shirt and trophy shops and many volunteer hours later, 24 women sailors descended on the shores of Lake Michigan at the Lake Bluff Yacht Club.

"Take me to the Lake Bluff Yacht Club" was the call to the cabbies at O'Hare airport. "Lake Bluff what...?" was the reply. Mind you, this is not a "real yacht club!" We have no club house, no bar and no dining room. What we do have is a beautiful view of one of the midwest’s best sailing areas and some great Sunfish racing!

Friday morning’s light to moderate breezes were greeted by many eager sailors. Actually, many more than I had anticipated! Taxis and limos and rental cars crowded our tiny parking lot as sailors arrived from Texas, Rhode Island and South Carolina. By noon, fourteen women were on the beach finding their charter boats, putting sails on spars, comparing sail clip removal tools (where can I get one of those things?) and catching up with old friends as they prepared for the 2 p.m. practice races.

The morning breeze held and the three afternoon races provided a great opportunity for the race committee to get some practice time in as well as for the sailors to get used to our "inland ocean". That evening LBYC hosted a party at the home of Commodore Al Behring. It was really great to meet and get to know all these people that I’ve seen pictures of and read about in the Windward Leg. This was a great bunch of folks!

Saturday morning the beach was buzzing with activity as the rest of the sailors arrived and prepared for the regatta. A 9:30 a.m. skippers meeting was held as a large black cloud appeared over the bluff. For the next several hours, the sailors were witness to one of the wonders of Lake Michigan — bizarre weather! It seems that the warm winds generated by the hurricane over Pennsylvania and Ohio were meeting colder air coming in from the west and it was lining up thunderstorms right in front of our eyes. Although we got only a brief shower, one city 8 miles north of us got 6 inches of rain in 2 hours! By afternoon, the weather cleared enough to start racing so the sailors hit the water. Four short course races were held amid showers and threatening weather creating a variety of wind conditions. The competition was tight with only one sailor winning more than one race. There were even sailors with Fogh sails finishing in the top three places! Later that evening a barbecue was held at the home of Leland and Carolyn Brode with lots of good food, good conversation and even a psychedelic Sunfish turned into an ice chest!

Sunday arrived with glassy water and a thin fog. We waited for a few hours and the wind finally filled in. The sailors hit the water for two long course races in light winds. The racing was exciting as the fleet got turned around and several of Saturday’s “back of the pack” sailors put in strong “top of the fleet” performances. The fight for first was tight between Jean Bergman and Kara Forman but Kara squeaked out a 1.25 point victory. Other strong showings were put in by Gwen Davis (and her Fogh sail), Kathy Remmer, Lee Parks and top junior, Linnea Nordeen (an LBYC sailor!). As the sailors derigged and prepared to head home, I began to think about how much fun I had planning this event and how much time other people had put in helping make it work. I want to thank everyone whose time and commitment made this event one to remember!
**WOMEN'S NAs RESULTS (SEPTEMBER 6-8)**

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*Not a Sunfish Class Member

Top Left Photo: Jill Feldman, Highland Park, IL, races downwind in the moderate breezes that prevailed at this year’s Women’s NAs. (Photo by Alex Hale)

Top Center: Top junior champion, Linnea Nordeen, Lake Bluff, IL, with a smile that says she had a great time placing 7th overall against some of the best women sailors in the country. (Photo by Vicki Palmer)

Wonderful parties hosted by several Lake Bluff Yacht Club members were part of the hospitality which more than made up for the lack of an official yacht club building. (party and ironing board photos by Vicki Palmer)

Have you heard the one about the pilot who asked if these folks were members of a Women’s National Ironing Team? (No joke. It really happened when (L to R) Diane Zbasnik, Vicki Stones, and Pat Manning returned to Austin, TX, with their centerboards as carry-on luggage.)
A Worlds to Remember ...

Perfect winds, perfect weather, and perfect island hospitality were the buzz words for this year's Worlds held October 11-19 in the Dominican Republic. Andrés Santana, Sunfish Worlds Chairman, and his countrymen and women played perfect hosts to 113 competitors from 10 countries and their guests. Each day the sailors were wined, dined, and pushed to the limits on the race course. One day was reserved for healing the bruised bodies and egos with bus tours to several island sites or simply relaxing. The combination of serious racing and vacationing in paradise blended to make this a Worlds to remember. As Rich Chapman from Illinois said, "I'm bringing my wife next time. This is as much a family vacation as it is serious racing."

Getting to the race course was the first challenge. The course was set outside a long, protective reef which ran along the whole shoreline with only one opening, one which was well-marked with official channel buoys. Flukey air along this shoreline dotted with commercial fishing boats, docks, and typical waterside warehouses (which even included an armed guard with a machine gun who smiled and waved each morning as we sailed by) challenged even the best sailors. Trying not to get buried in the third row of 113 starters was the next challenge, and even though we've all read numerous articles about how to utilize the typical mid-line sag as an advantage for a clean start, there was still that huge gap with only an occasional brave, lone sailor sighting the line better than the rest. And although the winds were near perfect for all six races — with only one ocean squall coming through one afternoon to thrill those who love heavy air sailing — finding clear air on a course crowded with 113 boats proved to be the biggest challenge of all.

That and riding the swells with the bow flying over the waves, not through them.

During one of the reaches Bishop Steiffel was right behind Stephen Sneulders, a former Worlds champion, with a pack of boats about ten boatlengths back. Stephen's size wouldn't allow him to keep speed on the reaches so he was bound and determined to let no one go over him. Bishop tried unsuccessfully several times, and then they both began joking with each other about the pack getting closer. Bishop mentioned that Stephen was like a roadblock forcing Bishop to pass to leeward if he wanted to get by. But Bishop waited too long, and Stephen rounded the leeward mark in front of him with the pack now two boatlengths behind. Advice for the future from Bishop: If someone should run into one of these roadblocks, plan a passing route well in advance or suffer the consequences.

Sebastian Higuera of Colombia suffered only the thrill of victory consequences when he captured one of the two bullets not won by Eduardo Cordero. Cor Van Aanholt of Curacao was the other first place winner. But having witnessed Sebastian crossing the finish line with his arm raised in a joyous victory salute was worth the price of admission. There has to be something very special about hearing the gun instead of a tweet. But I understand that the bang of a gun is not good for the eardrums. Eduardo, did you know this? Eduardo?

Speaking of Eduardo, what a champion. He's a world class sailor who ranks with the best, and he epitomizes a true champion—friendly and helpful both on and off the water while displaying his sailing prowess with such style and grace. His Mom flew in from Venezuela to cheer him on, and it was easy to see from where he got his good looks. Eduardo roomed with another world class sailor and former Sunfish Worlds champion and all around nice guy, Paul-Jon Patin of course. But thank heavens the black cloud that seems to have followed P-J to the Dominican Republic (lost luggage and sailing gear and lost money) didn't rub off on Eduardo. I suppose Eduardo's 32nd place finish could be considered his "black cloud" for the regatta, but jeeps ... I guess that's the difference between a real champion and a regular ol' sailor (single digit finishes in a triple digit fleet). Congratulations to this year's Sunfish Worlds champion and to all the racers whose sailing prowess and spirit of friendliness keep the Sunfish tradition alive.

Although it took 113 sailors and their accompanying cheerleaders, 113 brand new Sunfish from Sunfish Laser, Inc., a superb race committee, an island full of volunteers, and the traditional Sunfish spirit only a Sunfisher can understand, there are always those dedicated people who deserve a special thank you. To Andrés Santana with the help of Hector Duval and an army of hard-working volunteers, civic leaders, and local celebrities ... hip, hip hooray! These folks led a cast of thousands (well, it should have taken that many!) which were needed to coordinate everything from lodging to food to racing to money exchanges for pesos to a social calendar that allowed no rest for the weary. When an airline discount didn't work out the way Andrés thought it would, he sent an e-mail notice apologizing for the mistake, "Anyway, I assure you are going to have such a good time here that you will forget that problem in less than one day." And forget our problems, we did. Andrés took excellent care of us all. At this year's Worlds, good racing, good food, good fun, and the good company of Sunfishers from all over the world spilled p-e-r-f-e-c-t in every language. The photo album that follows tells a better story than words ever could.

by Vicki Palmer
2nd Place
Malcolm Smith (L)
Bermuda

3rd Place
Jeff Linton (L)
Florida

WORLDs CHAMPION
Eduardo Cordero (L)
Venezuela

4th Place
Sebastian Higuera (R)
Colombia

6th Place
Hank Saurage (L), Louisiana

5th Place
Cor Van Aanholt (L)
Curacao

10th Place
Andrea Flebbe (L)
Venezuela

7th Place & Top Junior
Hector Vidal (L)
Venezuela

Top Woman
Leslie Kelly (L)
Mississippi

8th Place
Todd Edwards (L)
Louisiana

9th Place
Ash Beatty (L)
Texas

Top Master
Scott Greenbaum (L)
Maryland
**Youth Sportsmanship Award**

**Top Junior:**
- Luis Abreu (Dominican Republic)
- Alex Rose (Curacao)
- Hector Vidal (Venezuela)
- Leslie Kelly (USA)
- Scott Greenbaum (USA)

**Top Woman:**
- Luis Abreu (Dominican Republic)
- Alex Rose (Curacao)
- Hector Vidal (Venezuela)
- Leslie Kelly (USA)
- Scott Greenbaum (USA)

**Overall Results (Seven Races. One Throwout)**

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Race Results (cont’d)

76 Jonk Byron #26104, USA 407 65-63-69-94-87-48-75
77 Luis Gonzalez #2623, Colombia 411 97-58-79-99-51-41-85
78 Vic Manning #26105, USA 424 57-70-73-80-91-76-68
79 Theo Frenkel #2684, Curacao 438 88-75-76-79-70-71-64
80 Javier Rodriguez #2677, Dominican Republic 440 70-53-89-DNF-86-73-69
81 Jaime Purcell #2658, Puerto Rico 440 74-87-64-75-59-81-99
82 Connie Miller #2693, USA 441 84-88-74-57-82-78-66
83 Nicky Einhovens #2607, Holland 449 78-74-103-52-93-93-59
84 Jose Feris #2664, Dominican Republic 451 94-81-95-46-64-81
85 Carlos Martinez #2655, Puerto Rico 458 95-91-80-100-43-62-87
86 Jan Bordas #2681, Dominican Republic 458 55-92-92-76-81-77-77
87 Osian Abreu #2687, Dominican Republic 465 43-95-81-96-85-72-89
88 Francisco Castillo #2633, Colombia 469 58-71-90-77-DNS-89-84
89 Sharpour Guzder #2696, USA 484 56-64-94-86-96-99-88
91 Linda Tillman #2636, USA 487 82-83-110-64-95-100-63
92 Derek Stow #2690, USA 495 91-82-66-102-69-92-95
93 Frederick Ford #2682, Bonaire 505 98-97-63-DNS-73-70-104
94 Mickey Berkley #26100, Bermuda 520 99-94-82-DNS-55-87-103
95 Eduardo Alonso #2653, Dominican Republic 523 85-84-98-88-100-88-80
96 Franklin Soliano #2641, Bonaire 528 72-99-88-98-83-105
97 Wifred Merkies #2675, Curacao 529 93-86-86-104-76-84-109
98 Jan Dekker #2650, Holland 531 86-100-93-97-80-75-106
100 Luis Abreu #2665, Dominican Republic 552 83-96-101-103-102-94-76
101 Anne Buccella #2694, USA 556 DNS-DNS-102-69-92-98-83
102 Klaus Schneider #2654, Holland 575 90-89-96-81-DNS-DNS-107
103 Vicki Palmer #26108, USA 578 92-93-100-93-99-103-101
104 Carlos Agullo #2672, Dominican Republic 580 101-102-99-91-103-90-97
105 Pat Manning #26106, USA 581 103-103-107-92-106-104-73
106 Jill Feldman #2698, USA 585 96-101-105-95-101-102-90
107 Luis Cabral #2671, Dominican Republic 586 100-109-104-89-94-97-102
108 Joel Mendoza #2666, Dominican Republic 621 107-106-111-DNF-104-101-93
109 Frederico Penzo #2651, Dominican Republic 635 105-105-108-105-107-105-108
110 Greitje Dekker-Bruning #2649, Holland 636 106-107-106-105-106-110

The opening ceremonies at Club Nautico on Boca Chica Beach were well represented with people from all over the world as well as local celebrities and civic leaders.

The final awards banquet held at the Hamaca Beach Resort and Casino (a wonderful vacation retreat!) was a fitting way to honor the champions.

The impressive trophy display at the Intercontinental Hotel after the mayor’s reception in downtown Santo Domingo only heightened the desire to be one of the top ten finishers.

Bermuda’s David Frith (center) plays the bagpipes as well as he mixes his world famous recipe for Dark & Stormies.

(L to R) Worlds Chairman Andres Santana presenting a 1st place award to Eduardo Cordero (for one of Eduardo’s 5 bullets!) during a Dark and Stormy celebration at the Don Juan Hotel.
The pre-race scene at Club Nautico on Boca Chica Beach (photo by Joel Furman).

(L to R) Posy Seifert, Tina and Brian Weeks, and Brian's Mom spend their free day on the beach in front of the Hamaca Beach Hotel.

We know what Terry and Peg Beadle bought during one of their shopping excursions. This lovely "oil" cost gazillions of pesos which translated to a real bargain in U.S. dollars.

Looking at the Worlds through the window of a Sunfish (photo by Nicky Einthoven).

Dick and Linda Tillman shower off the salt water after their free day of playing at the beach in front of the Hamaca Beach Hotel.

Skimming the water on a rubber torpedo was just one of the many activities to be enjoyed.

A Caribbean Crown Jewel off the bay of Boca Chica in the Dominican Republic

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Abaco, Bahamas — It seems like merely a week or two ago that we were all launching from the beach to sail in the 1995 Sunfish World Championship. The past eleven months have flown by as things have returned to normal. We had a few close shaves this hurricane season with what seemed like one storm after another but, again, we were very fortunate. In between bad weather we found time to run a three-day sailing camp for five young sailors. The camp was ably directed by Mike and Lorri Kaighin of Sarasota, FL, who gave of their time and talent. The campers all took to the Sunfish like old hands and learned the ranks swiftly on shore. We think they had as much fun capsizing and righting the boats as they did racing each other.

Our Annual Discovery Day Regatta was scheduled for October 12, 1996 but due to a howling 28 mph on the wind gauge we had to postpone for less extreme conditions. We were able to sail on October 26, 1996 in a steady 15-18 mph, bright sunshine, and 80 degrees. Ten sailors in all participated in the one-day event. The competition was very tight, as all of the sailors finished each race within minutes of one another. We would like to thank Hugh and Sylvia Cottis for their tireless efforts on race committee. Thanks also to Dave and Lilly Kaighin of Sarasota, FL, for being a part of our group.

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<td>Dane Stratton</td>
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(L to R, Standing) Dane Stratton, Brandon Bethel. (Seated) Sylvia and Hugh Cottis, Race Committee.

Good sportsmanship and competitive sailing by the juniors and great camaraderie among the parents (they cheered for ALL the sailors!) marked the Junior Championship Regatta of the Sailing Association of North Jersey lakes which was held at Highland lakes, NJ.

The regatta was sailed with light, shifty winds on a hot day under a bright, sunny sky. Skippers from Highland Lakes, Smoke Rise, and Mountain Lakes sailed four races to decide the Junior Championship. The racing was very close with many tacking duels among the top skippers and with a different boat winning each of the four races. The racing was so close that only two points separated the first three finishers and the fourth place finisher was only two points behind third place.

Top quality windbreakers with a sailing logo were awarded to the top five finishers. Alexis Grattan sailed extremely well to become the 1996 Junior Champion and to make history as the first female champion in the North Jersey Sailing Association!

Although it turned out to be a beautiful day, the early morning downpour kept the attendance to only twelve enthusiastic North Jersey skippers, with the following results.

1. Alexis Grattan, Highland Lakes 10.75
2. Bill Betts, Smoke Rise 12.75
3. Bridget Opfer, Highland Lakes 12.75
4. Michael Stow, Mountain Lakes 14.75
5. Koh Shimizu, Highland Lakes 21
6. Brenna Opfer, Highland Lakes 22
7. Tai Shimizu, Highland Lakes 26
8. Erika Rodger, Highland Lakes 26
9. Ellen Waldrop, Smoke Rise 35
10. Lauren Waldrop, Smoke Rise 41
11. Tim O'Brien, Highland Lakes 50
12. Bernie O'Brien, Highland Lakes 53

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Winter -- Vol. IV, No. 11
CT SENIOR OLYMPICS BEST ATTENDED NEW ENGLAND REGATTA, AGAIN ...

Paul Odegaard

West Haven, CT — Court Young, Jr. of Monroe, NY, sure has a handle on the winds/current off West Haven, CT — for the third time in four years.

Court bested a fleet of 32 seniors to win the CT Sr. Olympic Sunfish Regatta. For a nice change, the sailing conditions were ideal — 5 to 12 mph, slight chop, and partly sunny (local downpour just missed the site). Second overall went to Dick Abbene from Oyster Bay, NY, and 3rd to Bolton Lake sailor Gerhart Menzel. Last year’s champ, Jim Koehler, had to settle for 4th overall. Jim’s Dinghy Shop (Amityville, NY) and Sunfish, Laser Inc. continued their support of the regatta by providing a new racing sail and board for awards.

Overall awards stretched some 10 deep thanks to the above and following generous sponsors: West Marine, Harken, Schooner Inc., The Layline, Sail Engineering, Backyard Boats, Harbor Marine, Lion’s Club CT River Classic, The Broadway East Restaurant, and Bob’s Stores. Special thanks also goes to American Steakhouse, Frito Lay, Poland Springs, and the Sign Carver for their support of the Senior Olympics. Olympic style medals were also awarded to four age divisions as noted below.

The strain of a long day of serious racing was eased by laughter and good humor as the many FUN awards were distributed: The Old Salt Award (beat-up old board with old-salt carving) went to the oldest competitor — Norton Hutchinson, age 73; the AARP Membership Application went to new 50-year old Bob Tomsey; the Mid-Life Crisis Award went to John Neville along with the Turtle Award for best crash and burn last year; John also won the drawing for one free entrance to the Lion’s 1997 CT River Classic; Lee Parks got the Best-Timed Start Award, while the dreaded Hang-In-There-Baby Award went to Ray Rensis for completing all races but finishing in the “guard of honor” position; John Brett took the middle of the fleet Mediocrity Award, and the aging but still virile Jim Koehler was happy to receive the Love & Sex After 40 Award.

The group was pleased to visit with Les Steffens, the originator and long-time supporter of Sr. Olympic sailing. If you missed the fun this year, BE THERE in ‘97!

Apprentice (age 40-49)

1 Dick Abbene 8
2 Jim Koehler 21
3 Ken Charles 22
4 Don Echevarria 28
5 Derek Stow 33
6 "Rapid" Buttner 39
7 Nat Corwin 41
8 Mark Hutchinson 55
9 John McGrane 59
10 Dave Barnett 64
11 Bill Betts 67
12 Carman Scarpa 79

Apprentice Division Medal Winners: (L to R) Ken Charles (bronze), Dick Abeene (Gold), and Jim Koehler (Silver). (Photo by Mary Charles)

Masters (age 50-59)

1 Court Young, Jr. 6.75
2 Bill Ewing 38
3 Bob Tomsey 62
4 Denis Futterlieb 65
5 Paul Borse 69
6 Don Newey, Jr. 72
7 John Neville 86
8 Frank Blesso 87

(L to R) Overall Winners: Dick Abbene (2nd), Court Young, Jr. (1st), Larry Cochran (9th), Gerhart Menzel (3rd), Derek Stow (10th), Don Echevarria (8th).

Kneeling: Jim Koehler (4th), Ken Charles (5th) with both Jim and Ken deeply engrossed in Jim’s fun award “Love & Sex After 40,” Dick Heinl (6th), and Lee Parks (7th). (Photo by Mary Charles)

Overall Results

1 Court Young, Jr. (Monroe, NY) 6.75
2 Dick Abbene (Oyster Bay, NY) 8
3 Gerhart Menzel (Simsbury, CT) 16.75
4 Jim Koehler (Amityville, NY) 21
5 Ken Charles (Manchester, CT) 22
6 Dick Heinl (Syosset, NY) 27
7 Lee Parks (Newport RI) 28*
8 Don Echevarria (Avalon, NJ) 28
9 Larry Cochran (Manchester, CT) 29
10 Derek Stow (Mountain Lakes, NJ) 33
11 Gordie Geick (Collinsville, CT) 34.75
12 Jim Crink (Darien, CT) 37
13 Bill Ewing (Fair Haven, NJ) 38
14 “Rapid” Buttoer (Plymouth, MA) 39
15 Nat Corwin (Cornwall, CT) 41
16 John Brett (Kinnelon, NJ) 50*
17 Bernie Spence (Milford, CT) 50
18 Mark Hutchinson (Syosset, NY) 55
19 John McGrane (Bayville, NY) 59
20 Bob Tomsey (Highland Lakes, NJ) 62
21 David Barnett (NY, NY) 64*
22 Peter Beckwith (Wayland, MA) 64
23 Denis Futterlieb (Meriden, CT) 65
24 Bill Betts (Kinnelon, NJ) 67
25 Paul Borse (Southington, CT) 69
26 Norton Hutchinson (Oyster Bay, NY) 70
27 Don Newey, Jr. (Glastonbury, CT) 72
28 Jack Hutchinson (Oyster Bay, NY) 79*
29 Carman Starga (Avalon, NJ) 79
30 John Neville (Middletown, CT) 86
31 Frank Blesso (Pateron, NJ) 87
32 Ray Rensis (Madison, CT) 96

Masters Division Medal Winners

(L to R): Bill Ewing (Silver), Bob Tomsey (Bronze), and Court Young, Jr. (Gold). (Photo by Mary Charles)
Vol. IV, No. 11

Grand Masters Division Medal Winners (L to R): Gordie Geick (Silver), Gerhart Menzel (Gold), Jim Crink (Bronze).

Grand Masters (60-69)
1 Gerhart Menzel 16.75
2 Gordie Geick 14.75
3 Jim Crink 12
4 John Brett 50* Tie Brkr
5 Bernie Spence 50
6 Peter Beckwith 64

Senior Olympians (age 70-79)
1 Dick Heinl 27
2 Larry Cochran 29
3 Norton Hutchinson 70
4 Jack Hutchinson 79
5 Ray Rensis 96

St. Olympians Division Medal Winners (L to R): Norton Hutchinson (Bronze) Dick Heinl (Gold), Larry Cochran (Silver).

Photo by Mary Charles

Inland Lakes Regional Championship Regatta

Bud Narveson
Blanche Lake, MN (Aug. 31-Sept. 1) — The regatta belonged to Tom Raster. Tom was very close to unbeatable as his final score of 5.75 for six races testifies. (He could only throw out one of his 2nds!) Or should I say, since Tom was so dominating, that the major accomplishments were by Jason Raster and Brian Harris, each of whom took one first place ahead of Tom Raster, depriving Tom of a clean sweep and a perfect score!!

By finishing in second place with a third or better in every race (except a 5 for a throwout), Jason Raster promises fair to follow in his father’s footsteps. And Brian Harris in only his third season as a Sunfish sailor garnered the third place trophy.

Twenty-four skippers entered this year’s regatta making it the largest Inland Lakes Regional in recent memory. While the weather was pleasantly warm, the winds began strong and kept getting stronger until by the end of the last race on Sunday only 14 sailors managed to finish. At the Saturday evening banquet, recognition awards for many years of outstanding contributions to the Inland Lakes Sunfish regattas were presented to Joe Lightowler for his chairing of the race committee and to Phyllis Narveson of Woodlawn Resort for her hospitality as site manager. Thanks and applause also went to Joe Richardson who did an outstanding job organizing and promoting the regatta and printing the scoring round by round overall.

1996 Western Regional Championship

Scotts Flat Reservoir, Grass Valley, CA (June 8-9, 1996) — High temperatures and light, shifty winds greeted Sunfish sailors at Scotts Flat Reservoir, near Grass Valley, CA, in the foothills of the Sierra Nevada. Many-time former Western Regional champ George Wilson of Sunnyvale, CA, returned to competition after a long absence and showed that he has not lost his touch on the tiller or his skill at finding the wind that proved so elusive to others. Big shifts meant that you could be leading the fleet one minute and in the tank the next. Sailing conservatively up the middle and tacking on the headers didn’t seem to work. The “headers” were often just holes in the wind, the kind where you sit motionless while your telltales spin lazily around. Going for the sides of the course was the thing to do, but which side? George guessed correctly more often than the rest, and victory was his reward.

The Western Regional Championship took place in conjunction with the annual “Go for the Gold Regatta” put on by the Gold Country Yacht Club. They did a good job on the water, and Saturday night hosted their usual splendid barbecue. Competitors enjoyed the pleasant campgrounds under the pine trees, and the traffic jam and confusion at the launch ramp was quickly forgotten.

1 11003 George Wilson Sunnyvale 5-1-1-1-1-1 9.25
2 31191 Bob Cronin Menlo Park 1-2-2-2-4-4 10.75
3 32318 Darryl Coe Redwood City 3-3-5-4-1 15.75
4 77064 Byron Jonk Woodacre 2-5-3-3-3 16
5 57707 Roy Jordan Sunnyvale 4-4-5-5 22
6 76752 Bob Rossini Santa Cruz dnf-6-6-6-6 31
The Yankee Duo Regatta

Chatham, MA, (September 21-22, 1996)—The fifteenth sailing of the Yankee Duo Regatta was held on Pleasant Bay in Cape Cod.

On Saturday, the Chowder Cup Regatta is hosted by the Sherborn, Mass. Yacht Club, and on Sunday, the Just Desserts Regatta is hosted by the Coctxuate, Mass. Yacht Club, both clubs being located 100 miles away from the regatta site. Separate records are kept for each day’s racing and trophies awarded to each day’s leaders. Saturday evening we met for dinner and companionship at the Lobster Claw Restaurant in Orleans.

Saturday, the Chowder Cup racing was conducted with morning winds in the 8-10 knot range. Temperatures were a pleasant 75-80. Len Ruby rejoined us after a several year absence and prevailed meeting for dinner and companionship at the Lobster Claw Restaurant in Orleans, delicious lunch was served on the beach, featuring hot clam chowder and sandwiches. After lunch, the wind built up a bit to 12 to 15 knots. In the spirit of the regatta name, ceramic chowder bowls were awarded to the top five finishers. Gordie Geick was awarded the “Aged and Treacherous” bowl for best finish of sailors admitting to the age of 60 or beyond. Jim Canty, all the way from Mamaroneck, NY was awarded the “Fan Tail Award” for perseverance and good sportsmanship.

On Sunday, the Just Desserts racing started with temperatures in the high 60s, and light winds. Bill Brangiforte from Weymouth, MA, gave us all a sailing lesson with easy bullets and a fifiht. Newcomer Anne Buccella, from Quincy, MA, was second with local sailor Martie Rich close behind. Lunch again featured hot chowder and sandwiches topped off with delicious desserts appropriate to the regatta name (Just Desserts). Trophies awarded to the top five skippers consisted of sailing merchandise, the next five received caps. Gordie Geick was again awarded the “Aged and Treacherous” prize.

A special thanks goes to Truman Hensen and other local boaters who supplied and manned the committee and crash boats and supplied racing marks. Many thanks also to Sally Demler for organizing the entire affair again.

A good time was had by all and we hope to see a good turnout again next year.

Chowder Cup Results—September 21, 1996

Chatham, MA

1. Len Ruby, Chestnut Hill, MA 1 1 2 4 2 5.5
2. Bill Brangiforte, Weymouth, MA 2 1 0 2 1 4 7.5
3. James Appel, Newport, RI 5 2 6 2 3 12
4. Gordon Geick, Collinsville, CT 1 2 3 3 5 8 19
5. Gerhart Menzel, Simsbury, CT 6 6 1 2 6 6 2 4
6. Roger Demler, Sherborn, MA 3 7 4 1 2 11 25
7. Larry Cochran, Manchester, CT 8 9 7 3 9 27
8. Peter Barnes, Wellesley, MA 1 1 8 1 5 8 1 27.75
9. Lee Parks, Newport, RI 9 4 1 0 1 1 5 28
10. Doug Ambos, Norton, MA 7 1 3 5 7 1 0 29
11. Anne Buccella, Quincy, MA 4 1 1 3 9 1 6 3 7
12. Marty Rich, S. Orleans, MA 1 3 1 4 8 1 0 7 3 8
13. Joan McVickar, Wayland, MA 1 5 5 9 1 4 3 4 1
14. Pete Beckwith, Wayland, MA 1 4 1 5 1 1 3 1 2 5 0
15. Ed Koman, Sherborn, MA 1 0 2 1 4 1 5 1 4 5 0
16. Jim Canty, Mamaroneck, NY dns dnf 1 6 1 6 1 5 7 9
Diresta Steals Downstate New York Title

DIRESTA STEALS DOWNSTATE NEW YORK TITLE

Moriches Yacht Club (August 3-4, 1996)
The downstate New York Regional Championship maintained its position as the best attended regional once again, holding that record since 1988. This year's event was held at Moriches Yacht Club. 46 boats attended which included participants from New England and the Mid-Atlantic states.

Home club favorite, Christine Diresta, won the honors for the first time by holding off such challengers as Tom Donahue, Ken Mockridge, Jim Koehler and past champ Brian Weeks. She had to beat up-and-coming Derek Jackson in the final two races. And she did just that. With a wild current running due to some full moon tides and light air as the day's offering, Diresta was lightning fast on Sunday to put up a 2,1,1 to finish the event.

Jackson had to settle for second followed by Donahue, Mockridge and Koehler. The weather for the weekend had been light and mellow but it was a great warm-up for the North Americans at Blue Point, just 15 miles or so down the bay.

Six Races, One Throwout

1 Christine Diresta Moriches YC (9)-4-2-2-1-1 9.5
2 Derek Jackson Mtn. Lakes SA 2-1-2-2(6)-2 10.75
3 Tom Donahue Brigantine, NJ (6)-5-1-1-4-3 13.5
4 Ken Mockridge Moriches YC 3-8-4-(22)-2-7 24
5 Jim Koehler Narrasketuck YC (22)-6-5-4-10-4 29
6 Brian Weeks Sayville YC 5-3-9-(12)-5-11 33
7 Fred Abels OYC 1-2-3(33)-11-7-13 33.75
8 Posy Seifert Hunterdon SC 11-7-(21)-15-3-8 44
9 Chip Larson Sayville YC 12-(13)-8-6-12-6 44
10 Ryan Thuvaldsen Sayville YC 8-11-(13)-8-11-10 48
11 Kathy Remmer Sayville YC 10-15-(18)-13-14-9 61
12 Rick Zimmer Old Cove YC (23)-9-17-5-16-15 62
13 Frank Castellano Moriches YC 7-16-16-10-(21)-16 65
14 George Jackson Mtn. Lakes SA 18-19-(22)-16-13-12 78
15 Sullivan Gallo Moriches YC 27-(30)-14-17-20-5 83
16 Alex Conway Bay Shore YC 14-12-27-25-8-(47) 86
17 Michael Geoghan Sayville YC 17-(31)-7-14-28-24 90
18 John Zamburski Wet Pants YC 25-(26)-12-9-26-21 93
19 Ralph Coffill Westhampton YC (29)-17-11-23-17-25 93
20 Robert Conway Bay Shore YC 21-18-25-7-(31)-30 101
21 Matt Johnson Sayville YC 26-20-19-21-(29)-20 106
22 John McGraw Seawanhaka 31-10-34-(32)-32-18 109
23 Rob Bachner Narrastuck (42)-24-28-18-23-19 112
24 Deborah Capozzi Sayville YC 30-(32)-20-30-19-14 113

25 Justin Stang Bayshore YC 15-21-30-26-22-(47) 114
26 Ken Charles Bolton Lake YC 19-28-43-20-15-(47) 125
27 Greg Spicer Southold 37-25-32-(37)-9-23 126
28 Matt Lang Wet Pants YC 35-(40)-15-31-24-22 127
29 Joel Furman Sayville YC 16-14-10-47-47-(47) 134
30 Don Seifert Hunterdon SC 20-36-24-27-(43)-31 138
31 Richard Fenner Westhampton YC 34-27-(36)-24-30-29 144
32 Jon Suter Old Cove YC 33-37-(40)-28-27-26 151
33 Abi Seifert Hunterdon SC 28-34-29-(36)-33-33 157
34 Karla Schnase Wet Pants YC 24-29-35-40-41-(47) 169
35 Brad Dunn UPSA 44-33-26-33-34-(47) 170
36 Andrew Zimmer Old Cove YC 32-(44)-42-38-36-27 175
38 Kevin Donohue Bayshore YC (45)-42-31-42-38-28 181
40 Tom Fenner Westhampton YC 40-38-38-39-40-(47) 195
41 Charles Modica Bayberry YC 39-(47)-47-35-32-47 200
42 Tim Sibeler Wet Pants YC 41-41-41-41-(44)-47 208
43 Allen Saloman Sea Cliff YC (47)-47-47-44-42-32 212
44 Jack Spicer Southold 36-(47)-47-47-47-47 224
45 Will Murray* Sayville YC 13-23-23-19-(25)-17 95
46 Keith Haney* Moriches YC 4-22-6-29-37-(47) 98

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Winners: (L to R) Tom Donahue (3rd), Ken Mockridge (4th), Christine Diresta (1st), James Koehler (5th), Derrick Jackson (2nd). (Photo by Brian Weeks)
HBC Hosts 1st Annual Jack Bennett Memorial Regatta

Haven Beach Club (HBC), Long Beach Island, NJ (August 3, 1996)

HBC hosted the first Jack Bennett Memorial Regatta. Jack Bennett will be remembered as one of the men who really helped our club advance in its 50-year history. If it wasn’t for him the Haven Beach Club would not have many of the facilities it has today, especially the building of the pool which Jack helped organize. So, it was no wonder when his son, Bob Bennett, and his daughter, Joanne Tallon, wanted to have a regatta in his memory.

Sailors from five yacht clubs gathered for the start of the first race on Saturday in dense fog on the waters of the Little Egg Harbor off Haven Beach, NJ. Thanks to the expertise of our race committee and newly purchased markers, identical to the ones used at the Worlds last year, the fog didn’t seem to phase these tough Sunfish sailors. As the day progressed the fog cleared and made for some intense racing. The Men’s division had some close racing with the final race as the decider. In the Women’s division consistency was the name of the game as each lady had the exact same finish in every race. As for the Juniors, inconsistency was the name of the game as all the sailors but the champion had scattered finishes.

After the races, the sailors enjoyed a cocktail party along with a refreshing dip in the pool before the awards ceremony. Meanwhile, the Men’s division champion, Bob Bennett, dried off after going for a swim in the drink when his boat was upset. (The wind speed never exceeded 8 knots that day!) Prizes were given to the top three Men’s, Women’s, and Juniors categories. In addition, the names of the winners of each division will be engraved on a plaque which will remain in the clubhouse.

See you at next year’s Annual Jack Bennett Memorial Regatta!

Men’s Division
1 Bob Bennett, Haven Beach Club 2-1-3-1-1 7.25
2 Pete Campana, Haven Beach Club 1-2-2-3-2 9.75
3 Tom Tallon, Haven Beach Club 3-3-1-2-3 11.75

Women’s
1 Patti Herrmann, Spray Beach YC 1-1-1-1-1 3.75
2 Ellen Rowen, Spray Beach YC 2-2-2-2-2 10
3 Joanne Tallon, Haven Beach Club 3-3-3-3-3 15

Juniors
1 Diarmuid MacColgain, Brigantine YC 1-1-1-1-1 3.75
2 Siaghal MacColgain, Brigantine YC 2-4-3-7-3 19
3 Josh Jabin, Haven Beach Club 4-3-6-4-2 19
4 Pete Campana, Haven Beach Club 5-2-7-5-7 21
5 Abby Smith, Surf City YC 3-6-2-6-6 23
6 K.C. Johnson, Brant Beach YC 8-5-5-2-4 24
7 Nicole Murray, Surf City YC 6-8-4-3-5 26
8 Alex Templeton, Surf City YC 7-7-8-9-8 39
9 Jessica Scelba, Surf City YC 9-9-9-8-9 44
10 Vinny Saracino, Haven Beach Club 10-10-11-10-10 52
11 Steve Szymanski, Surf City YC 11-11-10-10-dnf 55

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Texas Corinthian Yacht Club (TCYC), Kemah, TX (Sept. 28-29, 1996) — TCYC played host to a fleet of thirty-five Sunfishers from Bay St. Louis, MS, to Corpus Christi, TX on September 28 & 29, 1996. Conditions were a bit favorable for the heavy air sailors, the exception being Top Master, Tommy Harris, with winds from 12 - 18 knots and small chop. Shifts were available for everyone to use but only one picked them right. Todd Edwards took race one, but Hank Saurage was too sharp this weekend to hold back, winning three of the seven races. Ash Beatty's consistent top five finishes would be enough to give him second overall. Six of the competitors in the event qualified to sail in the '96 Worlds which was only two weeks away, so the regatta turned out to be an excellent preparatory race with the top three finishers taking 6th, 9th, and 8th overall at the Worlds and the 2nd, 3rd, and 4th US finishers.

A tight duel for the fourth and fifth spots in the event ended in the 6th place tie between Andy Johnson and Joanne Weberlein. They will have to wait a week to hold back, winning three of the seven races. Ash Beatty's consistent top five finishes would be enough to give him second overall. Six of the competitors in the event qualified to sail in the '96 Worlds which was only two weeks away, so the regatta turned out to be an excellent preparatory race with the top three finishers taking 6th, 9th, and 8th overall at the Worlds and the 2nd, 3rd, and 4th US finishers.

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GALVESTON BOAT CLUB

Galveston Boat Club, Texas (July 20-21, 1996) — Sunfish sailors gathered for the annual Sunfish Regatta held at the Galveston Boat Club located on Offatts Bayou. Thirty-six boats entered in three classes in a seven-race series. Winds were moderate all weekend. Hank Saurage of Pontchartrain Yacht Club (PYC), Louisiana, finished first overall. Ash Beatty of League City, TX, finished second, and Todd Edwards of Gulfport, MS, finished third. Jerry Parlee of Corpus Christi Yacht Club (CCYC) was fourth and Charles Milby of Texas Corinthian Yacht Club (TCYC) fifth. The Women’s Division was won by Lacy D’Errico of Lake Canyon Yacht Club (LCYC) with Pat Manning of the Austin Yacht Club (AYC) finishing second. Bill Wheat and Lynn Lilly of Austin finished first and second in the Novice Fleet. All competitors had the same start.

Once again the Austin Yacht Club and the Bayshore Sailing Club (BSC) were big supporters of this regatta. Other clubs sending representatives were the Seabrook Sailing Club (SSC) and the Woodlawn Sailing Club (WSC) of San Antonio, TX.

1. Hank Saurage, PYC 3-2-1-1-1-5-2 9.25
2. Ash Beatty, League City 1-1-3-2-3-2-3 (3) 11.5
3. Todd Edwards, Gulfport 9-3-2-3-(12)-1-1 18.5
4. Jerry Parlee, CCYC 2-7-4-4-(11)-3-5 25
5. Charles Milby, TCYC 4-4-(13)-8-8-4-4 31
6. Vic Manning, AYC (13)-11-6-5-10-9-11 52
7. Bonner Cordelle, AYC 16-13-9-22-8-8-4 58
8. Ken Womack, TCYC (22)-10-11-12-2-7-8 60
9. Sue Hansen, SSC 5-9-15-13-(21)-15-7 64
11. Gary Cooper, AYC 6-12-8-11-27-(37)-9 75
12. Bruce Foster, AYC 19-14-7-15-4-19-17 78
13. Chris Buchanan, Houston 14-8-(27)-10-19-12-16 79
14. Ray Piepys, GBC 11-15-18-7-20-(21)-10 81
15. Francis Leal, BSC 23-16-10-14-14-6-(37) 83
16. Malcolm Jones, SSC 7-6-14-9-15-37-(37) 88
17. Lee Woodbury, WSC 10-20-(26)-24-9-20-8 91
18. Kevin Brice, BSC (27)-22-17-17-7-17-13 93
20. Larry Hill, AYC 8-19-16-21-16-(22)-20 100
21. Dane Ohe, AYC 20-23-(25)-16-17-16-12 104
23. Mike Nelson, BSC 15-17-21-6-24-24-(37) 107
27. Vickie Stones, AYC 26-29-(28)-28-26-25-23 154
30. Lynn Lilly, AYC (31)-31-30-29-28-28-26 172
32. Logan Goar, BSC 12-17-37-37-37-(37) 197
33. John Kelly, Richmond, TX 33-30-32-30-37-(37) 199
34. John Carlton, Austin, TX 32-30-37-37-37-(37) 210
35. Tom Boren, AYC DNC’s 222
36. Op Veldhuizen, BSC DNC’s 222

Junior Fleet
1. Nick McKenna 5 1-1-1-1 3.75
2. Charlie Milby 21 2-2-2-2-2 10

Linda and Dick Tillman (L) at the mayor’s reception in downtown Santo Domingo at this year’s Sunfish Worlds with Rod Koch (R). The bus ride to and from this activity was an event unto itself. Sunfishers don't travel quietly or without shenanigans of some sort.

Sunfish Worlds, Dominican Republic: The Remmers from New York (L) admire Charlie Clifton’s formal attire during the mayor’s reception.

LAKE CANYON YACHT CLUB

HOSTS ANNUAL

WURSTFEST REGATTA

Canyon Lake, New Braunfels, TX (November 2-3, 1996) — Wurstfest Regatta was held at Lake Canyon Yacht Club. Five races, no throwout. The winds for races 1, 2 & 3 were gusty and shifty at 15 to 18 mph diminishing slightly by race 3. Races 4 & 5 on Sunday were held in lighter but still shifty breezes, 5 to 8 mph, lots of holes.

1. Hank Saurage 75200 1-2-1-1-1 5
2. Ash Beatty 42563 2-10-2-7-2 23
3. Fred Lindsey 19 5-1-6-11-6 28.75
4. Babba Horner 10 9-4-9-5-7 34
5. Jerry Parlee 60884 4-3-8-8-15 38
6. Joanne Weberlein 85842 14-18-3-6-4 45
7. Bill Gerloff 1042 7-5-14-9-14 49
8. Chris Buchanan 34379 3-20-5-12-9 49
9. Jim Uroda 83354 8-11-7-13-13 52
10. Charles Milby 77 10-8-13-17-5 53
11. Lee Woodbury 8 17-6-16-14-3 56
12. Malcolm Jones 82998 6-7-21-15-8 57
13. Clark Deady 75 12-9-11-18-10 60
14. Patricia Manning 80120 19-14-12-10-11 66
15. Dayna Mosier 76909 21-15-17-4-12 69
16. Bob Johnson 2 13-16-10-21-20 80
17. Ronald Presswood 76006 15-21-23-3-18 80
18. Jack Aldis 48600 23-12-9-2-30 86
20. Terry Koecke 76517 18-13-20-19-22 92
22. Martha St.Romain 76797 11-pms-4-dns-dns 102
23. Vickie Stones 77083 25-22-16-16-1 106
24. Diane Zbsnik 83312 24-23-DNS-24-23 123
25. Ellen Rowan 101 26-dns-dns-23-19 126
26. Earl Gerloff 402 dns’s and dnf’s 144
27. Dottie Cottingham 59269 dnf and dns’s 144
28. Tim Biggers 687 dns’s 144

Junior Fleet
1. Nick McKenna 5 1-1-1-1-1 3.75
2. Charlie Milby 21 2-2-2-2-2 10

Sunfish Worlds, Dominican Republic: Treasurer Mike Scriver (L) shares a tall tale with Greta Dekker-Bruning of Holland at the trophy presentations.
**GULF COAST RACING CIRCUIT**

Bishop Steiffel

The 1996 Gulf Coast Sunfish Racing Circuit was conceived in May '95 by Jerry Blouin and launched in September '95. The four month delay was used to compile a mailing list, contact yacht clubs on the coast that could host Sunfish in conjunction with their regattas, and mail out attractive fliers advertising the circuit schedule. In order to ease the organizational responsibilities, Todd Edwards, Bishop Steiffel, Ellis Ollinger and Tommy Harris decided to set up a schedule of eight races throughout the year of which a competitor would only count their five best. Using regattas that were already established and well known one-design events, the burdens of organizing eight regattas were eliminated. During circuit regattas, the top sailors should take on the responsibility of assisting new sailors in any way possible including rules, tactics, strategies, go fast tips, rigging tips, towing tips, etc. Sending out fliers about the progress of the circuit and upcoming events keeps the sailors informed and interested.

The inaugural year attracted 7,365 Sunfish from Alaska to Brazil. In '94, regattas were averaging 8-10 Sunfish. In '95, the same regattas pulled 15-18 and in '96, 20-25 showed up at the circuit events. The entire '95 and '96 circuit results and photos from most events can still be seen on the internet Sunfish Home Page (http://www.datasync.com/~sunfish) in the Race Results section. Four of the top five in the '96 circuit qualified and sailed in the '96 World Championships in the Dominican Republic and three of them finished in the top ten (Hank Saurage 6th, Todd Edwards 8th, and Ash Beatty 9th). A total of five circuit sailors went including Leslie Weatherly Kelly (Top Woman finisher) and Bishop Stieffel (22nd). The level of competition on the Gulf Coast has increased tremendously due to the success of the circuit and it's not too difficult to set up, so try it out in your region!!

1 Hospitality 10/13/95 JYC
2 Sugar Bowl 12/15/95 NOYC
3 Mardi Gras 02/23/96 NOYC
4 Rondinella 03/30/96 BWYC
5 School’s Out 05/31/96 PontYC
6 Meigs 07/05/96 FWYC
7 Galloway 08/16/96 GYC
8 Back to School 09/06/96 PontYC
9 Wadewitz 09/27/96 FYC

Final Results (top 20 finishers — see website for complete listing)

<table>
<thead>
<tr>
<th>Place</th>
<th>Name</th>
<th>Score</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Stieffel, Bishop</td>
<td>1-3-1-(3)-(9)-2-2</td>
<td>8.5</td>
</tr>
<tr>
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Sunfish Worlds, Dominican Republic: Racing to a mark. Chief Measurer Joel Furman (R) of New York with guest Cheryl Bailey. (Photo by a professional photographer in the Dominican Republic)

Sunfish Worlds, Dominican Republic: Chief Measurer Joel Furman (R) of New York with guest Cheryl Bailey.
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