Cordero Invincible in Antigua!!

Winners: Left: Eduardo Cordero. Above: Back Row 1-r: Tom Whitehurst, 7th; Ash Beatty, 6th; Luis Olcese, 4th; Eduardo Gonzales, 3rd; David Loring, 5th; John Kolius, 8th & First Master. Front, 1-r: Gonzales Barelay, 9th & First Junior; Eduardo Cordero, 1st & Malcolm Smith, 10th. (Not pictured, Kathy Remmer, 1st Woman)

Six qualifying races with varying wind conditions made it tough to make the Gold Fleet in the 31st World Championship in Antigua in October 2001. Light to extremely heavy winds over the two day period made it frustrating for many. Kathy Remmer was the only female to make the cut, and several of the younger sailors were sent to the Silver Fleet when winds went over 25 knots during a scary "Whiteout"! Sharing and switching boats made it a bit exciting on the beach but the sailors managed it good naturedly and the two days finished with 47 sailors in the Gold Fleet and 34 in the Silver Fleet. Continued on page 4.

Anne Patin is 2001 NA Women’s Champ!

Upcoming Regattas... 2002

Midwinters
Davis Island YC, Tampa, FL, Mar. 7-10, '02

International Masters
US Sailing Center, Jensen Beach FL, March 15-17, '02

North Americans
Barrington YC, Barrington RI Aug.4-9, '02
Beachside in Antigua

My first view of the “beach” from Sunsail Colonna Bay was on a June evening when Jean and I arrived to get things organized for the Worlds. Beautiful evening stars, more than we are used to in most urban areas of the states, a lapping surf and swaying palm branches in the moonlight met my eyes. The early morning view was just as good, with a gentle breeze blowing and a few Sunsail guests already trying out the Picos. Leaving, a few days later, we knew that Sunsail would be the perfect place for a great World Championship.

Aware that only 47 boats would be available, we made plans for a qualifier. Sunsail would only accommodate our boats up to a point, as they would also have many other guests sharing their limited beach. The sailing would have to take place over 6 days, rather than the usual 5 and there was the possibility that the unusual tropical weather that had chased us in recent world championships might follow us again.

However, we knew the sailing area would make for great racing, the resort would be terrific fun for family members and Antigua would go all out in their welcome. The opening Ceremony included a warm welcome from Antigua Prime Minister Byrd and with flags and anthems, the week began! As expected, everyone enjoyed the huge pool and after sailing swim, the very well stocked bar on the beach and the food, which smacked of tropical/English fare if you can imagine the combination!

Trying out all the Sunsail boats including Hobie, Pica, Laser, and Sport, as well as windsurfing, scuba diving, snorkeling, sightseeing and just plain boating occupied everyone on their days off.

Sailors, particularly Stevie Evans of Delaware, and Tim Pitts of the USVI tried various ways to hold a beer chugging contest, with most of the beer ending up on the floor. Even Anne Patin got in the act, walking with a very hoarse voice, from cheering them on. Umbrella drinks, the Bamboo, and the usual Sunfish pranks occupied us through the week, a perfect backdrop for great racing and vacationing.

Many, many thanks to Antigua Yacht Club, Carl James, Wendy Harris and to George Clark for setting us up with RC gear, water, customs and more, and to Ted Cremer for bringing an extra set of flags. Thanks to Robbie Ferrin of St. Martin for arranging his boat for the committee; Kathy Remmer, Linda Tillman, Roberta Parlee for running registration and to Lee Parks for loaning her computer and room for scorekeeping. Cindy Clifton.

Revelers at the worlds include above far left, l-r: Ralph Nelles, Jorge Santiago, David Kerr, David Kerr, Jr., Jose Rodriguez, Jaime Parcell, Andres Santana, Charlie Clifton.

Above, back row: Jean Bergman, Ted Cremer, Anne Swarn, Todd Edwards, David Loring, Don Bergman and middle, Cindy Clifton and Clinton Edwards watch as Tim Pitts entertains.

Left, a start, view from the port end.
Pictures by Connie Miller.
World Championship Results
Sunsail-Colonna Bay, Antigua, Oct. 6-14, 2001

Gold Fleet
1 Eduardo Cordero, Ven 1-1-1-1-1-1-4 10
2 Carl James, Antigua 5-2-6-2-3-8-14 40
3 Eduardo Gonzales, Ven 2-1-2-1-7-10-13 42
4 Luis Olcese, Peru 14-8-24-8-10-6-3-1 50
5 David Loring, USA 8-10-5-16-8-9-6-11 53
6 Ash Beatty, USA 3-3-2-2-3-9-25 57
7 Tom Whitehurst, USA 10-5-14-21-19-14-4-3 69
8 John Kolius, USA 9-6-4-5-30-28-2-17 71
9 Gonzalo Barclay, USA 7-11-9-3-17-18-19 74
10 Malcolm Smith, Bermuda 12-28-18-7-13-7-10-16 83
11 Augusto Nicolini, Italy 29-23-25-13-11-2-5-5 84
12 Todd Edwards, USA 12-7-21-14-6-38-16-10 86
13 Henry Mattos, Venezuela 4-17-8-29-14-15-19-9 96
14 Jorge Santiago, P. Rico 21-18-26-6-14-9-29-14 103
15 Guillermo Cappelletti, Peru 6-13-10-33-26-21-22-6 104
16 Giancarlo Mazzini, Peru 20-22-17-16-9-21-30 107
17 Peter Stanton, USVI 17-14-15-9-12-18-23-36 108
18 Paul Julian, USA 24-12-29-38-4-13-15-12 109
19 David Fernandez, P. Rico 15-24-28-4-15-11-7-21 117
20 Dan Feldman, USA 11-19-16-27-21-25-11-15 118
21 Diego Zimmerman, Peru 18-4-3-3-30-27-38 119
22 Vincenzo Scangalli, Italy 28-9-13-22-31-23-8-23 126
23 Chip Clifton, USA 25-15-35-18-23-16-33-29 159
24 Charlie Whitaker, USA 13-25-34-2-41-24-28-4 160
25 David Wilcox, USA 16-22-24-27-20-37-13 161
26 Hank Saurage, USA 39-39-12-25-34-12-30-20 172
27 Sipke Sterpstra, Bonaire 26-26-23-20-34-20-30-21 174
28 Dick Tillman, USA 19-35-39-17-19-12-o 176
29 Ken Mockridge, USA 37-8-34-2-32-32-24 180
30 Patrick Wilson, USA 31-37-o-15-18-22-26-18 180
31 Freddie Sambolin, P. Rico 41-43-3-43-36-5-22-17-18 182
32 Scott Stanton, USVI 30-21-11-o-8-26-35-25 183
33 Clinton Edwards, USA 22-27-23-17-36-36-34-r 196
34 Manuel Aviles, P. Rico 24-27-23-40-29-42-40 212
35 Martin Mulder, Curacao 33-31-29-20-o-29-42-40 212
37 Alberto Morales, Ven 38-30-19-11-45-47-7-r 237
38 Wendy Harris, Antigua 36-33-33-31-38-35-43 444
39 Ted Cremer, USA 30-40-45-37-37-26-40-28 245
40 Tim Pitts, USVI 45-44-32-45-2-33-25-26 247
41 Antonio Anreti, Italy 23-42-36-41-44-34-31-34 250
42 Alex Rose, Curacao 35-41-30-49-25-40-44-37 251
44 Joel Furman, USA 46-45-42-20-42-41-33 266
46 Dolf VanderGiessen, Cur 40-47-44-46-43-43-42 298
47 Peter Goote, Curacao 42-46-44-54-46-46-41 308

Silver Fleet
1 Carlos Ustariz, Ven 1-1-1-1-2-2 7
2 Ralph Nelles, Mexico 2-5-4-1-2-1 10
3 Bill Berts, USA 4-6-5-4-11-4 23
4 Vic Manning, USA 7-4-9-8-4-6 29
5 Jorge Sammitis, Curacao 9-2-7-5-9-7 30
6 Peter Waesch, USA 6-3-3-17-6-27 34
7 Steve Evans, USA 6-3-3-17-6-27 35
8 Anne Swan, USA 3-10-21-6-5-17 41
9 Lee Parks, USA 8-12-18-24-12-5 55
10 Jaime Purcell, P. Rico 10-7-14-21-8-8 55
11 Connie Miller, USA 20-15-12-7-10-20 64
12 Anne Patin, USA 22-25-4-9-1-9 66
13 Tom Raster, USA 25-22-20-3-14-11 70
14 Don Bergman, USA 12-16-16-2-13-13 70
15 Jerry Parlee, USA 16-6-8-23-9-d 72
16 Bruce Kennedy, USA 11-11-19-5-16-9 72
17 Warren Fitzpatrick, US 17-3-14-20-18-8 76
18 Malcolm Jones, USA 15-24-8-13-20-22 78
19 Melissa Chatton, USA 21-30-22-18-8-10 79
20 Luis Michangel, Ven 19-19-13-12-23-16 79
21 Peter Shumaker, USA 23-21-11-21-17-14 84
22 Angelo Raimondo, VI 14-29-26-0-o-7-12 88
23 Luigi Deluca, Italy 24-14-17-25-22-15 92
24 Josefaht Carlso, Bonaire 26-9-10-28-26-24 95
26 Phil Splether, USA 30-20-25-14-30-25 114
27 Dom. Cannizzaro, Italy 18-23-29-27-24-28 120
28 Jason Raster, USA 29-28-28-29-25-23 133
29 Richard Heid, USA 27-27-23-30-31-31 138
30 Megan Keating, USA 27-27-23-30-31-31 140
31 Pat Manning, USA 33-33-33-20-29-29 144
32 Gerhart Menzel, USA 28-26-30-o-32-30 146
33 David Kerr, P. Rico 31-31-27-33-33-33 154
34 Jose Rodriguez, P. Rico 34-32-31-34-32-32 160

Eduardo enjoys his win, Connie Miller photo.
Wind, Day 1 of Silver Fleet racing, was lighter than the two previous qualifying days and 18 year old Carlos Uztariz won all three races, followed closely by 18 year old Mexican newcomer Ralph Nelles. Americans Stevie Evans and Anne Swan posted 3rd’s and Jorge Samitier from Curacao squeezed in a 2nd. Their next day was a bit windier and Ralph got in the groove, finishing with two firsts and a second. Uztariz however got two seconds and a third, throwing out a 3rd to beat Ralph in the end by 3 points. American Bill Betts, also 18, was consistent in his finishes and closed in on 3rd, just ahead of USSCA president Vic Manning and Jorge Samitier.

Eight races in the Gold Fleet over two days made for a tired group of sailors and race committee. Somewhat fluky during the end of day two, the winds overall were medium to heavy and oscillating back and forth from the northeast. Five time World Champ Eduardo Cordero put on a clinic, winning 6 and throwing out a 10. Local favorite, Carl James was consistent, and finished second, just ahead of Eduardo Gonzalez, Cordero’s sparring partner. Taking third, Luis Olcese, from Peru, won the last race, a fluky, light air contest, fighting off James, Cordero and Tom Whitehurst in a close finish. Ash Beatty and David Loring challenged the fleet as well, with Ash finishing with one 2nd and three 3rds. An “over early” in race 3 hurt him down the road, but he had very respectable finishes.

The courses were predominately windward-leeward with a leeward gate, expertly set up by Race Chairman, Tom Duggan and helped by visiting volunteers, off duty racers and Sunsail beach studs. From the vantage point of the gate, a plethora of excellent sailors from 11 countries put on a great show and the sight was something else! Cindy Clifton

(See related story: Tom & Jason’s Great Adventure on page 6.)
You Go, Girl!!!
Patin Takes NA Women's

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Top, just after the start at the Women's, above left, Anne Patin and Felicity Ryan, right, Lee Parks, 3rd; below, a start and Anne sailing upwind and after winning.
31st Sunfish Worlds,
My Perspective

by Tom Raster (Part 1)

Jason, my younger son, and I finished 5th & 2nd, respectively, in the 2000 Inland Lakes Regionals held at Blanche Lake in Aug. 2000. With sincere thanks to the finishers ahead of and between us who cooperatively declined to go to the 31st Sunfish Worlds, we were both able to attend with our wives, Barb and Jan.

The Worlds were held Oct. 7-12, 2001, in Antigua (pronounced an-teeg-'ah, not an-teeg-'ghah), a Caribbean island situated SE of Puerto Rico and straddling the divide between the Caribbean Sea and Atlantic.

The Worlds were sailed in the Atlantic out of SE soon after the tragedy of Sept. 11th, 2001, which was very impressive with American Airlines' passengers as part of the security team.

Getting there and back... turned out to be a piece of cake considering this trip was so much easier than that of a half century before. We adhered to the Miami and Chicago on the way back and, by the time we were at the San Juan airport about 0530, The service at Miami was excellent - the luggage was there, the food was good, and the American Airlines' inflight entertainment was coming on. The flight was over pretty quickly, and we arrived in Antigua just before 1000.

It was a great place for sailing-related sports. During the week we were there, the wind was consistently from the east and southeast, and except for a gale (more about that later), ranged from a modest 10- mph to a challenging 25- mph during our races.

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Winter Deal for USSCA Members Only!
Free shipping in the lower 48 on any dolly ordered by March 1, 2001

A Voodoo Dolly arrives at your door almost completely assembled. 2 bolts and 2 pins and in less than 5 minutes you are ready to go.

After initial assembly, Voodoo Dolly sets up and breaks down with 2 pins in 30 seconds.

While rugged, the dolly is still light enough to make it easily transportable.

Ruggedly Constructed: Frame is 2” x 2” x .125 wall 6063 - T6 Aluminum; Major joints are TIG Welded - No plastic joints to fail in the sun.

Frame and other aluminum parts are post-process anodized to ensure maximum protection.

Snubs are secured to welded mounts ensuring that they stay where they should to properly support your boat.

Oversize tires make for easy rolling on soft surfaces.

Custom designed to fit your boat and balanced for ease of handling.

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Advisory Council Minutes

ADVISORY COUNCIL MEETING
October 9, 2001
Sun sail Club Colonna, Antigua

Advisory Council members present: Paul-Jon Patin (USA), Paul-Jon Patin for Brian Weeks (Chief Measurer), Tom Winston for Chip Johns (Builder Representative), Lee Parks (ISAF Representative), Malcolm Smith (Bermuda), Sipke Stapert for Artie deVries (Bonaire), Eduardo Cordero for Andreas Flebbe (Venezuela), Eduardo Cordero (Worlds Champion), Dan Feldman (USA), David Fernandez for Dr. Jorge Santiago (Puerto Rico).

Jean Bergman (ISCA President) and Terry Beadle (ISCA Secretary) attended as non-participating members.

Chairman Patin called the meeting to order at 6:28 p.m. Roll call was taken and it was determined that a quorum was present. Members introduced themselves.

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

Proposed Changes to the Rules:
There were no proposals to change any rules.

Old Business:
Chairman Patin mentioned three items he wanted the council to discuss. The three items were sails, masts and foam blocks.

It was noted that there are some occasional problems with sails, specifically lack of correct amount of resin in the sails and various other defects. A lengthy discussion occurred. Chairman Patin said he would speak to Chip Johns (Vanguard) about the problems and report his results back to the Advisory Council members.

The problem of water leaking into the masts was discussed at length. It was noted that the masts are not manufactured to be water tight for several reasons. Many options were discussed to resolve the problem. The following rule (3.5.10) addition was proposed and approved: “Removal of any or all cork from the mast is allowed. Additionally, a drain hole may be drilled in the mast base cap.”.

Some discussion took place concerning bent masts. There seems to be a difference of opinion as to whether this is a major problem or a minor one. Chairman Patin will speak to Chip Johns (Vanguard) about this.

Foam block problems were discussed. The major problem being that the blocks come loose. A couple of techniques to solve this problem were discussed. It was also mentioned that a vacuum test versus a pressure test of the hull may reduce this problem. Chairman Patin will speak to Chip Johns (Vanguard) about this also.

Rudders: It was thought that the new high density foam rudder would be brought to the meeting for review. Unfortunately, it was not available for the meeting.

The meeting was adjourned at 8:01 p.m.

Respectfully Submitted,
Terry A. Beadle
ISCA Secretary

Boom Block: The request to allow boom blocks from outside manufacturers was discussed again this year. It has failed twice in the past. Some discussion ensued, but no action was taken.

Chairman Patin brought up the concern about how the Class qualifies Worlds competitors and the dates that the competitors must have their deposits into the Class office. A discussion ensued and several thoughts and clarifications were introduced. No action was taken on this subject, however certain aspects of the discussion will be brought up at the World Council meeting.

New Business:
President Bergman read a letter from Gordon Geick requesting that the Advisory Council provide an annual report on the status of the racing sail. The request was discussed. Each member of the Advisory Council commented on the request. It was moved and seconded that “the Advisory Council Chairperson report once a year in the Windward Leg on the state of the boat”. The motion passed.

Summary of Advisory Council Report:
Chairman Patin will prepare the Summary of the Advisory Council Report for the World Council meeting.

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VANGUARD

Windward Leg - 2002 No.1
World Council Minutes
WORLD COUNCIL MEETING
October 12, 2001
Sunsail Club Colonna, Antigua

World Council members present: Jean Bergman (President), Andres Santana (Vice President), Terry Beadle (Secretary), Kathleen Remmer (Treasurer), Paul-Jon Patin for Brian Weeks (Chief Measurer), Paul-Jon Patin (Advisory Council Chairperson), Lee Parks (ISAF Representative), Joel Furman (Membership Council Representative), Vic Manning (USA), Eduardo Cordero for Andreas Flesbe (Venezuela), Jaime L. Purcell (Puerto Rico), Malcolm Smith (Bermuda), Hector Duval (Dominican Republic), Alex Roose (Curacao), Alex Roose for Greta Dekker-Bruning (Holland), Luigi Deluca for Mario Migneco (Italy), Guillermo Cappelletti for Alberto Bedoya Ganao (Peru), Tim Pitts for Robin Clair-Pitts (US VI), Sipke Stapert for Artie deVries (Bonaire).

President Jean Bergman called the meeting to order at 6:46 p.m. Roll call was taken and it was determined that a quorum was present. Each recognized NSCA with at least 20 members was entitled to one vote. The USA with 1528 members was entitled to three additional votes, making their total four votes.

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

President’s Report: President Bergman noted that she will not run for reelection next year. She feels that we need to find new people with new thoughts. She asked the Council members to think very carefully about who they want for President and who they think will connect best with all the countries. She feels that it’s really key to keeping all our countries active in the Class and noted that we added Antigua and Mexico this year. She asked them to come prepared next year to elect a new President.

President Bergman feels that the Class is very strong. However, she was disappointed in the turnout this year. She knows all the people that did not come have good reasons, but we need to keep pushing people to come to the Worlds.

Next year’s Worlds will be in Houston, Texas. It will take place sometime in October, 2002. President Bergman stressed the need for everyone to get their reservations and deposits in early. She mentioned that there are several ideas afoot concerning how to improve the Worlds. She was not happy with having to share boats, but felt it went as smoothly as it could have given the circumstances. The Advisory Council is tasked with evaluating the various ideas and presenting a plan for improving the Worlds. President Bergman will email the Council members when the plan is ready for discussion.

President Bergman stressed the importance of having the correct email address of all the Council members.

Vice Presidents Report: Vice President Santana reports as follows. This year I have been concentrating on the Pan Am Games. As you may know the topic of concern is having the Pan Am Games in August, 2003. There will be a pre-Pan Am regatta next year in August. With the Pan Am Sailing Federation, we tried to introduce a female Sunfish Pan Am discipline, but the majority of countries represented decided not to do it. We need to promote our boat in as many countries as possible.

Mexico is very enthusiastic about the Pan Am’s this year. Hector has done a tremendous job this year getting Mexico to accept the Sunfish as one of the classes in the CAC Games. Sunfish is already approved for the CAC and Pan Am Games.

In summary I believe our Class is having success in terms of expanding our geographical area in our continent. Europe is also becoming more interested, especially Italy. Things will be looking much better as we continue to help countries get into the Class.

Treasurer’s Report: Treasurer Remmer distributed and read the Treasurers reports (see attached report). The 2001 report contained finances through the end of September. She mentioned that a Merrill Lynch account was opened that waived all fees. On the old account we were charged for deposits in excess of certain amounts. This new business account provides interest. She also discussed the money market and CD accounts.

We did not get a VISA/MasterCard machine this year. All credit card charges were run through the Treasurer’s business. She feels that we do not need a VISA/MasterCard machine at this time and she will continue running credit card charges through her business. She mentioned that we have many more problems with credit cards than we do with checks. If we get a credit card machine we will have to increase the membership dues because of the added costs.

Treasurer Remmer also mentioned that the Class support was better this year.

A motion was passed to have the Treasurer’s report accepted as read.

Advisory Council Report: Chairman Patin presented the items discussed in the Advisory Council meeting (see attached minutes of the Advisory Council).

A motion was made to accept having the Advisory Council Chair provide an annual report on the status of the boat in the Windward Leg. Motion carried.

A motion was made and passed to add Rule 3.5.10 which reads “Removal of any or all cork from the mast is allowed. Additionally, a drain hole may be drilled in the mast base cap.”

Guidelines & Procedures Manual for World Championship:
Vice President Santana discussed the status of the Guidelines & Procedures Manual for World Championship. He has set a deadline of December to have it completed. He mentioned that he needs the assistance of Paul-Jon Patin to complete all the critical race details (courses, round robins, etc.).

Requirement for all NSCA’s to have an email address:
The requirement of all NSCA’s to have a current email address was stressed again. This is becoming increasingly important as we grow.

Purchase and Use of a Visa/MasterCard System:
Vic Manning has been researching the various credit card systems. He is also looking into
Sunfish Qualifiers for the 2003 Pan Am Games:
Vice President Santana passed out a document defining the qualification rules for the 2003 Pan Am Games. He discussed the critical elements of the rules. A lengthy discussion ensued concerning how to apportion the nine country qualifiers amongst the various Sunfish Championships. A motion was made, seconded and amended to submit the following list to the Pan Am Sailing Federation:

<table>
<thead>
<tr>
<th>Countries</th>
<th>Championship</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Worlds, Houston, October 2002</td>
</tr>
<tr>
<td>1</td>
<td>CAC Games, Mexico, Nov. 02</td>
</tr>
<tr>
<td>1</td>
<td>Pre Pan Am Qualifier, Boca Chica, Dominican Rep., August 2002</td>
</tr>
<tr>
<td>1</td>
<td>North Americans, USA Aug 2002</td>
</tr>
<tr>
<td>2</td>
<td>South American &amp; Caribbean, Bayahibe, Dominican Rep., June 2002</td>
</tr>
</tbody>
</table>

The motion passed.

2003 Pan Am Games Update:
Hector Duval gave a presentation on the status of the 2003 Pan Am Games.

The venue is under a full refurbishing process, all facilities will be ready no later than June next year. The organizing committee is willing to cope with everything possible on the sailing event at Boca Chica. The venue will be the same we have for the 26th Worlds.

The Pan Am Village is located just 5 minutes from the airport and is actually 50% built. All athletes will live with their country’s teammates from other sports during the Games. All boats are going to be supplied by the organizing committee. One pre Pan Am regatta is going to take place in Boca Chica on August 2002. Boats are going to be supplied.

2002 CAC Games & Sunfish Class Development in Mexico:
The 2002 CAC Games will be in Mexico from November 19 through December 1, 2002. The location is a beautiful site three hours from Mexico City. The CAC regatta is organized by the Federacion Mexicana de Vela and the CAC Sailing Confederation. An inspection visit was performed by Hector Duval (CASCO president) and Henry Figueroa (appointed technical delegate). Three meetings with different organizing areas were held during that visit. A pre CAC regatta will take place in Lake Avandaro (official venue) the last weekend of May 2002. The boats are going to be supplied. The CAC regatta will be based on a 3 day format and the NOR will be sent before the end of 2001. The sailing villa is in middle of the town of Valle del Bravo at an official government hotel with all the facilities (rest areas, lobby, swimming pools, tennis courts, etc). The organizing committee will be in charge of transportation to and from Mexico City. Further info will be posted on the Sunfish web page.

Sunfish Class Development in Cuba:
Not discussed.

2002 South American & Caribbean Sunfish Championship:
The Championship will take place in Bayahibe, Dominican Republic from June 20 through June 23, 2002. The racing will take place right in front of the host hotel Viva Dominicus Beach. It is a wonderful all inclusive Resort where competitors and family will enjoy an unforgettable long weekend with live shows, disco, tennis, gym, diving, kids club, windsurfing, canoes, archery, volleyball, and much more for only $37 per person per night. Andres Santana stressed bringing your family, as many events are planned. Six races and one practice are scheduled. Boats from past 1996 Sunfish Worlds, in very good shape, will be available for charter. More information will be available on the Sunfish Class web page.

NSCA Reports:
Italy (see attached report) Lydia Scargiali read the report to the Council. It discussed the Sunfish racing activities in Italy/Europe. She mentioned that they are actively promoting sailing Sunfish in Europe. They are also including Sunfish articles in many magazines and newspapers. She also presented a large poster displaying a major Sunfish regatta in which they expect twenty European boats.

Miscellaneous:
President Bergman mentioned that Robie Feron, President of the Caribbean Sailing Association, is interested in running a Sunfish Worlds in St. Maarten the year after the Houston Worlds.

The returning of deposits to no-shows was discussed, but no action was taken because it was felt that the current procedure implemented last year is sufficient.

Adjournment:
The meeting was adjourned at 9:23 p.m.

Respectfully submitted,
Terry A. Beadle, ISCA Secretary

Remember . . .
USSCA Class membership entitles you to race at these World qualifying events:

- All Regionals (16 spots yearly)
- Midwinter Championship
- Master’s National Championship (age over 40)
- North American Championship
- Women’s NA Championship
- Junior NA Championship (not 18 years old in that year)
- The International Masters qualifies the winner only for one spot, it is not a US qualifier.

The USSCA qualifying races in 2001 qualify one for the 2002 Worlds in Houston.

ISCA rules state that you must be an ISCA member to compete in Class sanctioned international events including the World Championships (Rule 10.5).
Any and everything Sunfish online

www.apsltd.com
Sunfish International Master's Championship
U S Sailing Center, Martin County
Jensen Beach, Florida
March 15-17, 2002

1. Rules: This regatta will be governed by the Racing Rules of Sailing (RRS) (2001-2004); the prescriptions of the United States Sailing Association (USSA); ISCA except as any of these are altered by the sailing instructions.

The championship is open to men and women, 40 years of age or older as of March 15th, 2002.

2. Racing: Fleet overall scoring will be used in addition to each age category broken out and scored separately.

The categories are Apprentice Masters (40-49), Masters (50-59), Grand Masters (60-69) and Supreme Grand Masters (70+).

3. Fee: $75 before March 1st, 2002, $90 after. Entry fee includes three lunches, Dinner Saturday, and trophies. All entries should be sent to USSCMC - Sunfish Regatta, PO Box 1417, Jensen Beach, Florida, 34958.

4. Eligibility: Current ISCA membership card is required at registration.

5. Sailing Instructions: The sailing instructions will be available at registration.

6. Scoring: The Low-Point Scoring System, Appendix A of the RRS will apply for all classes. Each age category will be scored separately.

7. Prizes: Awards will be presented to the top 5 finishers in each category (minimum 5) of sailors.

8. Schedule of Events:

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thursday, Mar</td>
<td>1400-1450</td>
<td>Practice Races (short courses)</td>
</tr>
<tr>
<td></td>
<td>1500-1700</td>
<td>On Site Registration</td>
</tr>
<tr>
<td>Friday, Mar</td>
<td>0900-1000</td>
<td>On Site Registration</td>
</tr>
<tr>
<td></td>
<td>1000</td>
<td>Competitors Meeting</td>
</tr>
<tr>
<td></td>
<td>1130</td>
<td>1st warning signal</td>
</tr>
<tr>
<td>Saturday, Mar</td>
<td>1000</td>
<td>Racing resumes</td>
</tr>
<tr>
<td></td>
<td>1930</td>
<td>Dinner &amp; Cash Bar</td>
</tr>
<tr>
<td>Sunday, Mar</td>
<td>1000</td>
<td>Racing resumes</td>
</tr>
<tr>
<td></td>
<td>1400</td>
<td>No race shall begin after this time</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Awards to follow</td>
</tr>
</tbody>
</table>

9. Location: The regatta will be held at the U S Sailing Center, Martin County. This is 1.2 miles South of Jensen Beach Blvd., on Indian River Drive. www.usscmc.org for directions.

10. Contact Information: Contact the regatta coordinator, Todd Hudgins at 561-334-8085 or email at toddh@usscmc.org

11. Housing Information:

Holiday Inn Oceanside, Hutchinson Island 800-992-4747 (2 minutes) • Courtyard Marriott, Hutchinson Island 800-321-2006 (2 min.)
River Palm Cottages, Jensen Beach 800-305-0511 (5 minutes) • Holiday Inn, Downtown Stuart 888-932-8181 (10 minutes)
Jensen Beach Waterfront Inn 800-334-8566

Entry: $75 pre-registration before March 1, 2002

$20 per extra Saturday evening dinner

$5 per extra lunch

$90 late registration

Please complete form on page 26 and mail with the appropriate fee to:
USSCMC-Windsurfing, Box 1417, Jensen Beach, FL 34957

sailonedesign.com

toll free - 1 866 4 SAILOR
Sunfish Midwinter Championship
March 7-10, 2002
Davis Island Yacht Club, Tampa, Florida
Notice of Race

1 Rules The regatta will be governed by the Racing Rules of Sailing (RRS), the prescriptions of the United States Sailing association, the rules of the International Sunfish Class (except as any of these are altered by the sailing instructions) and by the sailing instructions.

2 Alteration of Racing Rules 2.1 The racing rules will be modified in accordance with rule 86 as follows: Rule 31.1: In modification of Rule 31.1, the round-the-ends provisions of that rule will be in effect for all starts.

3 Advertising This event shall be Category A in accordance with Appendix 1, Regulation 20 - ISAF Advertising Code.

4 Eligibility and Entry This event is open to all current members of the International Sunfish Class. Membership applications will be available at on-site check-in. 4.2 Eligible yachts may be entered by completing registration with the registration committee.

5 Schedule of Events

Thursday, March 7, Team Race Day
0900-1000 Check-in for Team Racing
1000 Competitor's Meeting for Team Racing
1100 First Team Race; Races back to back
Number of races at discretion of RC
Lunch can be purchased at club
1800-2000 Check-in & late Midwinter registration

Friday, March 8 - Midwinter Championship Begins
0900-1100 On-site Check-in and late registration
1100-1300 Lunch may be purchased at club
1200 COMPETITOR'S MEETING
1310 First Start, races back to back. 3 races scheduled.Complimentary beer & soft drinks after racing
1900 Complimentary Cocktail Party

Saturday, March 9
0800 Complimentary Continental Breakfast
0800-1000 Pick-up complimentary box lunch in Clubhouse
1010 First Start, races back to back. 5 races scheduled.Complimentary beer & soft drinks after racing
1900 Complimentary Dinner Party in Clubhouse with live entertainment
Additional Tickets for guests may be purchased at registration

Sunday, March 10 - AWARDS DAY
0800 Complimentary Continental Breakfast
1010 First Start, races back to back. Three (3) races scheduled
No race will begin after 1300
Late lunch may be purchased at clubhouse
Awards as soon as possible after racing

6 Advance Registration Yachts may register in advance by completing the attached registration form and sending it with the appropriate fees to:
Davis Island Yacht Club, c/o Gail Heausler, 1315 Severn Ave., Tampa, Florida 33606

7 Fees Regatta Entry Fee:
If postmarked by March 1, 2002
Member of US SAILING $60.00 US
Non-member $65.00 US
If postmarked after March 1, 2002:
Member of US SAILING $65.00 US
Non-member $70.00 US
Included in the entry fee are: Friday night cocktail party, Continental breakfast Saturday & Sunday, box lunch on Saturday, beer & soft drinks after racing on Friday & Saturday, dinner & live entertainment on Saturday, regatta favor.

8 Sailing Instructions The sailing instructions will be available at the time of on-site check-in.

9 Regatta Site The regatta site is the Davis Island YC located on the southern tip of Davis Island which is located at the mouth of the Hillsborough River in Downtown Tampa, Florida. The address is 1315 Severn Ave., Tampa, FL 33606 and the phone number is (813)251-1158.

10 Racing Area The racing area is that part of Hillsborough Bay that lies due south of the DIYC yacht basin.

11 Courses The courses will be selected from a variety of windward/leeward and triangle courses. Copies of the NOAA chart of the sailing area will be provided.

12 Scoring The Low-Point Scoring System of Appendix A of the racing rules, will apply, with eleven (11) races scheduled, of which one shall be completed to constitute a series, except that if six (6) or fewer races are sailed, each yacht's total score will be the sum of her scores for all races.

13 Support Boats Once the first warning flag of the day has been displayed, then all support boats will stay clear of the entire racing area until the end of racing for the day.

14 Prizes Trophies will be awarded to the top ten finishers. In addition, trophies will be awarded to the top overall finisher that is the opposite sex of the overall winner, the top junior, and the top master.

15 Parking The parking area surrounding the clubhouse is reserved for club members. All regatta parking is to be on the entrance area east of the warning signs.

Thank you in advance for your cooperation.

16 Environmental Concerns Any competitor registered in any DIYC-sponsored event who throws any refuse overboard, including but not limited to aluminum cans, plastic items, bottles, etc., is subject to being disqualified by the Race Committee. Such disqualifications will be posted on the Official Notice Board. Any competitor so disqualified may request a hearing.

17 Further Information For further information, please contact Gail Heausler (813) 254-9903

A limited amount of camping is available on the club grounds.
Please contact the Club Manager at (813)251-1158.

18 Hotels / Motels
Residence Inn 813-221-4224 Econo Lodge 813-254-3005
Hyatt Regency 813-225-1234 Best Western 813-490-2378
Courtyard by Marriott 813-229-1100

Tackle Shack has donated a Sunfish Sail as a door prize. All skippers that pre-registered by March 1, 2002, will be eligible for the drawing.

Use entry form on page 22 and mail to the above address.
Class News

2002 USSCA Nomination Notice

The USSCA positions that are up for a vote in 2002 are as follows:

- USSCA President
- USSCA Treasurer
- New England Regional Representative
- New York Regional Representative
- Mid-Atlantic Regional Representative
- Southeast Regional Representative
- Florida Peninsula Regional Representative

If you wish to be placed on the ballot that will be published in the Spring issue (2002 #2) of the Windward Leg, please notify Tom L. Katterheinrich, the USSCA Nominating committee chairman before the Spring edition deadline of the Windward Leg. (Deadline April 20, 2002)

Contact:
Tom Katterheinrich, 301 W. Bremen St., PO. Box 71, New Knoxville, OH 45871 or email: mkatterheinrich@nktelco.net or phone 419-753-2289

The Sunfish Stork has Arrived!!!
New Potential Sunfishers!!

Born to Cheryl and Joel Furman:
Jennifer Bailey Furman, 12-3-2001, 6 lb. 12.5 oz.

Born to Posy and Stephen Smelders:

Born to Donny and Michelle Martinborough:

Note that all these new Sunfishers are girls!

Nancy Haberland Nominated!

US Sailing has announced that Nancy Haberland, longtime Sunfish sailor and Champion, has been nominated for the 2001 Rolex Yachtswoman of the Year! A panel of noted sailing journalists will select, by secret ballot, the winners, who will be honored at the New York Yacht Club in February. Nancy is the J22 East Coast Champion and lives in Annapolis, Maryland.

Regatta Results

Nicky Einthoven Conquers Spofford Lake!

It was a beautiful late summer day, but those lazy days with light and variable winds. The start was delayed by 1/2 hour to let the wind fill in, but as soon as the gun went off the wind died completely. 18 Sunfish sailors looking at each other for the entire windward leg. Fortunately the wind gradually increased after the first leg, but for the rest of the day the direction fluctuated, sometimes up to 180 degrees. Certainly a challenge for the race committee to stay up with the changes for the starts. Luck played a definite part in the racing, however Nicky Einthoven was definitely the best sailor, getting firsts in both light and heavy wind conditions. Pete Beckwith

Spofford YC Sunfish Regatta
Spofford Lake, Chesterfield NH
Aug. 19, 2001

<table>
<thead>
<tr>
<th>Place</th>
<th>Name</th>
<th>Result</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Nicky Einthoven</td>
<td>1-2-1</td>
</tr>
<tr>
<td>2</td>
<td>Malcolm Dickinson</td>
<td>7-1-3</td>
</tr>
<tr>
<td>3</td>
<td>Peter Beckwith</td>
<td>5-3-7</td>
</tr>
<tr>
<td>4</td>
<td>Gerhard Menzel</td>
<td>4-6-5</td>
</tr>
<tr>
<td>5</td>
<td>Edward Hnath</td>
<td>2-4-10</td>
</tr>
<tr>
<td>6</td>
<td>Ernie Morris</td>
<td>3-5-8</td>
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<tr>
<td>7</td>
<td>Nelson Fegley</td>
<td>11-11-6</td>
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<tr>
<td>8</td>
<td>Alex Gemmell</td>
<td>8-10-2</td>
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<td>9</td>
<td>Bob Lupien</td>
<td>6-14-9</td>
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<tr>
<td>10</td>
<td>John Pappalardo</td>
<td>10-9-13</td>
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<tr>
<td>11</td>
<td>Jason Gemmell</td>
<td>15-8-11</td>
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<tr>
<td>12</td>
<td>Allan Pickman</td>
<td>14-7-14</td>
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<tr>
<td>13</td>
<td>Peggy Frehsee</td>
<td>8-18-12</td>
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<tr>
<td>14</td>
<td>Joe Callabro</td>
<td>12-10-16</td>
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<tr>
<td>15</td>
<td>Gordon Getch</td>
<td>6-13-15</td>
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<tr>
<td>16</td>
<td>Janice Warren</td>
<td>13-15-0</td>
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<td>17</td>
<td>James Huntley</td>
<td>13-15-0</td>
</tr>
<tr>
<td>18</td>
<td>Bob Hof</td>
<td>6-12-12</td>
</tr>
</tbody>
</table>

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SECOND WIND, A Sunfish Sailor’s Odyssey by Nat Philbrick - $28.00. Add $1.00 for priority mail. Send check to The Sailboat Garage, c/o Peg Beadle, 4204 South Shore, Waterford, MI 48328-1157. 248-673-3565. MI residents add 6%

Windward Leg - 2002 No.1
Clawing Your Way Up, Part 2

In part one we looked at the change in mental attitude necessary for improving your performance on the water. In this article I want to look at some drills that I use to practice, at some of the common problems that occur while racing and suggest some corrective actions.

There can be problems on the course that start before you get into the boat. In short, this has to do with boat maintenance for time on the water. Check parts for wear and tear, fix leaks, fix gouges and if you feel the absolute need, polish the bottom. BUT DO IT BEFORE THE SEASON! I have seen a lot of sailors on race day washing the boat and polishing the bottom. If they could actually roll tack they might be a threat. Unless you already feel well practiced you are better off spending the extra half-hour before racing practicing tacks and jibes rather than getting that mirror shine. The equation looks something like this. Polished bottom = 1 boat length per race. Crummy tacks = 15 boat lengths. The one thing I do advocate whole heartedly is a thorough inspection of your boat prior to going out on the water. Make a habit of checking things like halyard wear, rudder for cracks, worn or missing sail ties etc. and finally I make a last check of the boat tuning. Easier to fix it on shore than on the water.

For much of the year I am fortunate enough to be in a position to practice regularly. I realize for many people this is not an option. It is however well worth it to try and get out onto the course half an hour or so early on the days you can sail. If you can, go out with another boat so you have both a benchmark and a also an off-boat observer. We often use the same routines on race days as on practice days although it is abbreviated on race days. I sail out to the course and re-check to make sure I have my boat set up for the conditions. If I'm with a partner, I will come together with him and we will compare tuning. Generally we will separate slightly and begin to sail up wind on the same tack. This is both to check tuning and technique. We will continue for several minutes and then tack and repeat. After a few minutes we will stop and compare notes. If one boat is faster we try and figure out why. Was it a shift? Are we doing something different, is our tuning different. We make corrections and go again. On a practice day this may only last a few minutes. On a practice day we might continue for 20 minutes at a time or more before coming together. We then repeat this for runs and reaches. The object is to familiarize ourselves with the conditions at hand and to make sure we have practiced and/or warmed up on all maneuvers we will need for racing. It also allows us to check the course conditions and compare notes.

There are some specific routines I follow to try and keep my basic boat handling and maneuvers up to snuff. I start with the most basic skills of tacking and jibing. There is now a substitute for repetition. Typically, I will set my watch and head up wind. I start tacking once every couple of minutes and gradually shorten the time between tacks. Every dozen tacks or so I will stop and critique my tacks. If I have a partner, we will critique each other's and then repeat the drill. We will usually do this several times and then turn down wind and repeat this with our jibes. We may vary this some by adding 360 or 720 turns periodically since those can also be part of the racing equation. As a variation on this try starting upwind with the boats even and the faster boat to leeward. Try a 10 minute tacking duel with the leeward boat trying to break free. You can do the same down wind. This is good fun and good for boat handling.

Starts have always been and continue to be a big part of racing. For me personally they continue to be a source of constant frustration as I tend to start rather inconsistently. A bad start will put you instantly behind and limit your options. You won't have clean air and you will most likely not be able to go where you want when you want on the course to maximize shifts. Starting at the right end is important, but getting to the line at full speed and on time is often more important. If you are lucky on race day the line will be set when you get out there. Time the line and set a watch for a couple of minutes. Do some dry runs to the start and see what kind of distance you can cover in how much time. Your goal is to hit the line at 0 going full tilt. Typically we do this on a 3 minute rotation. 2 minutes to the
Clawing cont'd

start and then 1 minute upwind off the line. We repeat this on a rolling schedule so that we are doing a practice start every 3 minutes. Another drill I like is to sit parked on the line with a partner either just to windward or just to leeward. We will count down from 10 and then sail upwind for a minute. This is an acceleration drill. The object is to try and pull away from your partner. It is a good idea to make this drill part of your pre-start routine. Time yourself and see how much time and distance it takes to get moving. This will tell you how long before the gun you need to start accelerating to be at full speed when the gun goes. If you don’t have a line available for practice, make your own. A milk jug, some line and a brick will make an acceptable practice mark.

Another favorite technique for practicing is to set a VERY small course. I mean maybe 10 boat lengths per leg. Practice sailing this course. It will force you to go through all the maneuvers and mark roundings very quickly and many times. Stop every few laps to critique performance, make some mental notes and then go again for a few laps, concentrating on what gave you trouble the first time. If you can do this with a couple of other boats it will really hone your skills at mark roundings.

The following are a list of some of the most common mistakes I observe sailors making on the course. Many of the previous drills will help you eliminate them. Some are purely mental and just realizing this is a mistake, will help you eliminate them.

The following are some of the more common mistakes I witness on the course and some quick fixes for them. The fixes are over simplified but should help get you started:

Poor Starts: wrong end; late; run down. Correct by double checking the favored end. Re-timing your acceleration both for time and intensity. – Use the drills above and this should get better. Starts are hard since they are so fluid. Also try and plan for an escape if necessary. It is better to eat 10 transoms in the first minute and get going the right way rather than continue in bad air or the wrong direction constantly losing ground for the first 5 minutes.

Sailing into the corner if the course is either up or down wind: There are no hard and fast rules on this, but sailing into the corners consistently will hurt more than it helps. Once you are in the corner you have no options. If the wind swings the wrong way you will be as far wrong as possible. If you think a side of the course is favored play that side, but don’t head straight for the corner. If somebody tacks on you and you think you were going the right way, tack and go a few boat lengths out and tack back. Or, foot off to clean air and keep going. Everybody I know who habitually does this remembers the one time it worked and forgets the 10 times it got them so far behind on the first leg that they rounded 5 minutes behind the second to last boat. Boat races are won by gaining a few lengths here and there throughout the race. Treat the corners as a “Hail Mary” play.

Consistently bad mark roundings: This breaks down into two categories: poor boat handling – see drills above, and poor tactical planning. Make sure you have read and understand the rules that pertain to mark roundings. More importantly, plan ahead. You should be planning and re-planning your roundings starting about half way along the leg. Try and anticipate the traffic around you. Will you be overlapped, if so with whom? Strategic braking is a great skill. You can often let a few boats go and then either round inside and or go around the outside and get away while a pack is tangled at a mark.

I have only been able to hit some of the high points in this article. Hopefully it will give you a starting point. If you have specific questions I will be happy to try and answer them: Email to daniel@windline.net

Lake Bluff Inv. Winners 2001 1-r: Bill Nelson, 5th; Shapoor Guzder, 4th; Rich Chapman, 3rd; Dan Feldman 2nd; Mark Garrison 1st. Photo Gail Turluck
Buying a Used Sunfish...

by Charlie Clifton

The new Sunfish, priced around $2800 appears to be a well-built, light, sturdy boat. There is also a large supply of used boats available for those who do not want to spend that much money. Used boat buyers should take several things into consideration before deciding to buy used rather than new.

If the boat is being purchased solely for pleasure sailing, it is probably sufficient to go for a test sail to make sure all the parts are in good shape and the hull doesn't leak too much.

If the boat is being purchased with the intent of racing, several items must be checked to see if the boat can be competitive and, if so, how much it will cost.

The first thing to do is weigh the hull. Tip the boat on edge amidships onto a bathroom scale, balance it as best you can, especially when left in the sun. If it feels soft near the block should be, the block is broken or out of place. If the hull goes "flubbaflubbaflub" and bounces back and forth against the block, it is unattached. Unattached but intact blocks can be repaired but unless you are familiar with this type of work, it is better to look for a different boat.

Several different sails have been made for the boat in its 50 years of existence. If the sail has a North label that says "Class Approved...Made in Sri Lanka", those sails have proven to be pretty good once they have been broken in. Before break in, they seem to be slow in light air. If the North label says "Class Approved...Made in Canada" those sails were good from the start and many of them are still competitive although they are getting old now. If the sail is obviously old and worn with missing or any other label, figure on buying a new racing sail, $375.

Inspect the daggerboard. It should be a plastic "racing" design, which has been the supplied board for the last 8 years. Small dings, scratches and rust marks can easily be repaired with sandpaper, filler and paint. If it is the old wooden board, it will never break, is bullet proof and is absolutely non-competitive for racing. Cost of new "racing" board, $175.

The rudders are all pretty much the same. Check the cheek and blade for any signs of cracking. To avoid cracked blades, they should be covered with glass or at least have long stainless screws inserted from the back edge. The screws should be placed above and below the hole for the tiller and extend into the blade farther than the tiller hole.

Check the spars for straightness and corrosion. The upper spar is often bent where the halyard attaches. The lower spar is often bent where the gooseneck attaches. The lower spar often has bad corrosion at the gooseneck, especially if it is not loosened after each use and washed with fresh water. Check all spars, including mast, for tiny pinholes where salt water trapped inside the spar is eating its way out. The corrosion inside the spar is more extensive and is a sign that the spar won't last much longer. Cost of one new spar $120.

If a nut and bolt fasten the gooseneck, you'll probably want to replace them with a gooseneck adjustor for about $15.

There should be two aluminum Jr. Clam Cleats on the lower spar for cunningham and outhaul. If you need to install these it will cost about $40 for cleats and spectra line. A Harken ratchet block for the mainsheet will cost about $45.

Maybe a new boat sounds pretty good after considering what it will take to get a used one up to speed. However, the bottom line remains that the fastest boat rarely wins the regatta. Usually, the fastest sailor comes out on top.

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the other hand, some parents allowed their children to play on the beach in the nude. So, who’s in the right? Meanwhile, I’m obviously focusing on the job, but Jason is either distracted by the sunbathers, keeping an eye out for spies trying to steal our rigging secrets, or (most likely) trying to glean rigging ideas from other sailors.

Vanguard provided nice boats. I really like colored racing sails. I’ve always felt that the all-white sail was boring; it’s nice to have some pizzazz. But will the different colors either distracted by the sunbathers, keeping an eye out for spies trying to steal our rigging secrets, or (most likely) trying to glean rigging ideas from other sailors.

We had to share boats...because Vanguard would not ship 100 boats. It cost $35,000 to ship 50 boats to Antigua and 46 back. You can’t blame Vanguard because, so far as I know, the company doesn’t get anything from supporting the Worlds.(ed. note: registration fees covered the freight and regatta). When did you last hear about the Sunfish Worlds on ESPN?

Because there weren’t enough boats to go around, the sailors had to be divided into Gold & Silver Fleets. Accordingly, a qualifying process was set up in which the sailors were divided into four groups, with Jas and me assigned to different groups. Each group sailed one race against the other three groups... three races on Sunday and three on Monday... and a sailor’s three finishes vis-à-vis the other sailors would decide which fleet one qualified for.

On Sunday, Jas and I sailed one and two races, respectively, in fairly high winds (Jens rigs were de-rigueur) and (for us) big waves. All qualifying races were windward-leeward, with the races taking me about 45 minutes to complete, which was plenty in these wind and wave conditions. The leeward end had two buoys to choose from, to split the fleet and make leeward mark rounding less crowded. If you picked the right-hand leeward mark (facing downwind), it was possible to never have to jibe the whole race.

I think that’s a serious flaw in a windward-leeward setup, because the ability to jibe in heavy winds and waves should be part of everybody’s repertoire... and the race committee should force competitors to make a choice between a high-risk, big-payoff jibe or a low-risk, lose-some-ground comeabout.

I chose to jibe around the left-hand leeward mark for the majority of my races all week because (1) most sailors chose the right-hand leeward mark (probably to avoid jibing); so the left-hand mark was less busy, and (2) I felt that, in the process of jibing, I ended up closedhauled infinitely faster than when I headed up around the right-hand mark and had to sheet my sail in all the way from its running position.

Jas and I ran into something else new (to us) at these Worlds – the windward “offset mark.” After rounding the windward mark, you also had to round the offset mark located (say) 100-foot to port before bearing off on the run. The idea (which I thought worked quite well) is to reduce the incidence of runners encountering port-tack beaters.

Speaking of the windward mark: I found it virtually impossible to overstand the mark because of a strong current that coincided with the prevailing wind direction. As an inland lakes sailor, I’m not used to a current... and, time and again, I had to find myself having to tack upwind/upcurrent another couple times.

Jas and I switched off between races feeling appalled by our results. Each of us finished in the lower half of our races, setting us up for the Silver Fleet unless we did better in our races on Monday. However, because I didn’t have clam cleats for the sheet, I had wrapped the sheet around my hands for most of my two races... and, despite leather gloves, my hands were swollen like inflated latex gloves, something I’d never experienced before in over 15 years of sailing. In fact, the winds were so high that I couldn’t keep my Dennis Conner-autographed sailing cap on. Although I had a line tying my cap to my PFD, I didn’t want to have it dangling and tangling with my sheet. So, I elected to sail without a cap... and because I’d left my sunscreen on shore, my shaved pate was exposed to two races worth of Caribbean sun. As a result, my head looked somewhat akin to a pink party balloon with sunglasses and ears.

Looking ahead to Monday, we saw that Jas would use a different boat because my one race of the day (and one of Jas’s two) would be sailing against one another and, obviously, we both couldn’t be sailing #46. But Jas and I decided to blow off Monday’s racing because we felt that we’d end up in the Silver Fleet anyway... and with three Silver Fleet races on Tuesday, I’d benefit more from saving myself for races that really count and giving my swollen hands and sunburned scalp an extra day to recover.

Instead, we took a Jeep tour of Antigua highlights with Jan and Barb... more about that later. Luckily, we got back in time to watch the most exciting qualifying race of all... when a storm rolled across the racecourse with rainfall so intense that, from the shore, we lost completely sight of the boats. A few competitors ended up being towed in by the chase boats. One of them talked about gale force winds that dumped a number of competitors. This guy righted his capsized boat three times, but monster waves and high winds kept turtling it again and again till he was exhausted. There were a couple bent spars and other things; luckily, the Vanguard guy had spares.

Interestingly, the triple-turtle guy (who was from the U.S.) told me that he had not qualified for the Worlds. He had sailed in at least one Regional Championship, but he hadn’t qualified... his son had. He had just come along for a vacation, and had told the race organizers that he’d be willing and able to sail if they had an extra boat, and they let him. He eventually ended up in the Silver Fleet with Jas and me. Lesson: Why bother qualifying? Simply show up at the Worlds and offer to sail if there’s an extra boat.

Read part two of Tom’s adventure in Issue 2, 2002.
Drew Buttner Strikes Again

With a pleasant, sunny day and a wandering wind, Drew Buttner came out best in a fleet of 20 boats at Bolton Lake. The abrupt and frequent major shifts in the light to moderate wind resulted in a mix of very early and very late finishes for many members of the fleet.

Bolton Lake Regatta
Bolton, CT
May, 2001

1 Andrew Burtner, Plymouth, MA
2 Steve Langford, S. Windsor, CT
3 Drew Stanis, Sudbury, MA
4 Allen Buttner, Plymouth, MA
5 Gerhart Menzel, Simsbury, CT
6 Bob Heckman, Bolton, CT
7 Larry Cochran, Manchester, CT
8 Anne Putin, Forest Hill, NY
9 Paul Odgaard, Glastonbury, CT
10 Bill Boll, Glastonbury, CT
11 Gordon Getick, Collinsville, CT
12 Felicity Ryan, Long Island, NY
13 Pete Van Dine, Bolton, CT
14 Rapid Buttner, Plymouth, MA
15 Mary Charles, Manchester, CT
16 David Spleine, Warwick, RI
17 Marty Rich, S. Orleans, MA
18 Ernie Morris, Willington, CT
19 Dan Godard, Bolton, CT
20 Jon Dunlap, Vernon, CT

Bill McLaughlin is PA Champ!!

The Pennsylvania Sunfish Championship greeted 17 competitors on September 15, 2001 with a very fine day of racing in winds that started out at about 18 mph and gradually decreased to around 8 mph by the final race. The annual event is hosted by the Marsh Creek Sailing Club on a reservoir 30 miles west Philadelphia. The northerly winds shifted and varied in intensity throughout the day rewarding those who could stay on the lifted tack longest. Three MAYRA woman sailors, Susan Huffington, Lindsay Donatiello and Connie Meeks proved they knew how to do this well by sailing consistently in the six race - one throw out series. Huffington edged Donatiello in a tiebreaker at 14 points (Two firsts to one) for second, with Meeks posting one of her best ever regatta results with a fourth and twenty points. Bill McLaughlin was lucky to hang on with 13 points to take first overall and finishing as the first master as well. Donatiello, an Ocean City Yacht Club standout, was the first junior. The regatta is held every year on a Saturday in mid-September. (See GOTOBUTTON BM_1 www.ussailing.net/mesc for dates and directions.)

Pennsylvania Championship Regatta
Marsh Creek SC
Sept. 15, 2001

1. B. McLaughlin 1-5-2-(10)-3-2-1-7 11.25
2. S. Huffington 2-1-3-(16)-1-5 14
3. L. Donatiello (8)-2-1-6-2-3 14
4. C. Meeks 5-3-6-2-4-(8) 20
5. E. Wagman 2-6-10-5-(11)-1 24
6. R. Buchanan 3-(9)-4-8-6-4 25
7. S. Rusk 7-8-5-7-9-10 26
8. B. Thomas 7-11-8-11-12-7 36
9. D. Stone 10-8-5-12-8-(14) 45
10. B. Oxberry

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Ash Beatty Hot in Texas!

The 2001 Wurstfest Regatta marked the end of the 2001 Texas Sunfish Circuit, and like last year, the final standings were not determined until the regatta had ended. Jerry Parlee, Jeff Pfister and Hank Saurage went to Wurstfest all with a shot at second place overall for the series. Jerry took an early advantage when Jeff overslept and Hank slipped to eighth in the first race. In the end, Hank took second on a tie breaker with Jeff, leaving Jerry with fourth overall. This year also saw some of the Malcolm Jones of past as he moved into fifth place for the year.

The 2001 Circuit saw over 80 different sailors competing in the six regatta series, most notable was two-time Olympic Silver Medalist Paul Foerster who showed everyone the way at a light air Wurstfest.

For 2002, we are working on adding a circuit stop in Dallas on Lake Ray Hubbard. Currently, plans are being made to host the Texas Sunfish Championships there in May. The circuit will include regattas in Corpus Christi in April, Austin YC Centerboard July 6-7, Galveston Boat Club Annual July 27-28, Wurstfest November 2-3 and the Southwest Regionals at Houston Yacht Club in late September. Finalized schedule and dates will be posted on the Texas Sunfish Circuit page. Just go to www.sunfishclass.org and select the Southwest Regional web page. Ash Beatty

2001 Texas Circuit Results

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<th>Austin YC Centerb’l</th>
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Florida Women’s-Gail Runs Away With It!

On Saturday, Nov. 17, the first Florida State Women’s Sunfish Champs were held. 15 women participated. You could not have asked for a nicer day. Four races were held in 80 degree weather, sunny and winds ranging from 8-10 mph. The regatta was largely organized by Sara Beth Reeves and hosted by Clearwater YC. A great job pulling this together. Mindy Strauley

| Gail Hauser          | 1       | 2       | 1       | 1              | 5         |
| Mindy Strauley      | 3       | 1       | 2       | 2              | 8         |
| Cindy Clifton       | 2       | 5       | 3       | 14             |
| Rita Steele         | 5       | 3       | 4       | 3              |
| Ursula Olson        | 4       | 7       | 5       | 7              |
| Shelley Cerf        | 7       | 6       | 7       | 26             |
| Marty Williamson    | 6       | 9       | 4       | 9              |
| Sara Beth Reeves    | 9       | 8       | 6       |
| Cindy Kraighin      | 8       | 11      | 8       |
| Bonnie Sevier       | 10      | 10      | 10      |
| Carol McDowell      | 11      | 11      | 12      |
| Dottie Schell       | 12      | 9       | 9       |
| Challenger Fleet    | 1       | 1       | 1       |
| Nancy Rickends      | 2       | 2       | 2       |
| Carolyn Diehl       | 3       | 3       | 3       |

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WATERSPORTS

ARE YOU HAVING FUN ON WATER YET?
Mockridge is LI Champ!!

by Lee Montes

On Saturday, September 15, the Wet Pants Sailing Association hosted the Long Island Sunfish Championships. Due to the events that occurred earlier in the week most of the topic of conversation was not sailing. However, once on the water, six races were held in extremely tough conditions. The shifty north winds caused many lead changes and places changed dramatically up to the finish line if a shift was missed.

The quality of the fleet was outstanding. Sailors consisted of past and current North American and Regional Champions, a world record holder and multiple winners of the World’s Longest Sunfish Race and top perennial Worlds competitors. Consistency through the series proved essential as the top finishers demonstrated.

The awards ceremony saw many sailors going home with trophies. And after racing was over, the victims and heroes of the past week were not forgotten. People may be used to me sailing a purple boat, but for today I brought out the old boat, the metal and rivets, and of course the good ol’ RED, WHITE and BLUE! Hurrah, exclaimed this year’s champion, Kenny Mockridge.

Long Island Sunfish Championship Results
Wet pants Sailing Assoc.
Sept. 15, 2001

1. Ken Mockridge 10 17. Katie Koehler 75
2. John Condon 20 18. Margarette Koehler 76
4. Kathleen Remmer 23 20. Trisha Kutziewicz 78
5. Anne Patton 26 21. Michael Collins 89
6. Mekl 29 22. Ron Kutziewicz 90
7. Joel Furlman 32 23. Russell Kremer 93
9. Todd Klingler 49 25. Tyler Stratmann 115
11. Todd Kutziewicz 53 27. Pillai 131
12. Meyer 54 28. Palmer 134
13. Peter Fraker 54 29. Roberon 143
14. Ted Crenner 61 30. Mary Fraker 152
15. Dan Hesse 64 31. Tom Baumfalk 159
16. Echevarrie 70 32. Cipollone 165

Steely Wins Clark Lake Invite

Ray Steely won the Sunfish Class division of this multi-class regatta that had 40 sailboats participate. Sailors from other classes visited with Sunfish sailors and either had an old Sunfish or were interested in getting a Sunfish. There was a lot of interest in how the modern Sunfish is rigged.

Racing was light with a lot of blue sky. There were a lot of lead changes, but Ray Steely made his move at the right time.
Hakuna Matata Regatta
by Steve Beck

The evening sun meandered across an azure sky as a fragrant East Wind wafted into West Bay on Galway Lake in upstate New York. The hum of a lemon colored bi-plane echoed amongst the fair-weather clouds ... while the lake's crystalline water kissed monohulls and pontoons. Such was the idyllic setting for the end-of-season 2001 Sunfish Hakuna Matata Regatta . . . a welcome respite for the race-weary skippers of Fleet 579.

For those of you who enjoyed the award-winning movie and Broadway show, The Lion King, the term "Makuna Matata" is a memorable one. Hakuna Matata ... the "worry-free philosophy" shared by the loveable characters of Timon and Pumba, was borrowed for this laid-back regatta in celebration of Galway Lake Sailing Club's 50th racing season.

In the spirit of "Hakuna Matata" ... many of the 14 boats were cleverly decorated. The Race Committee and their pontoon boat, bedazzled in a rainbow of balloons, banners and murals, lifted spirits with Beach Boys music, twizzlers and tropical fruit punch (served during the race with a coconut shell extension pole).

Long tacks and neighborly chats characterized the "race". There was no need to rush ... the Regatta winner's name was to be randomly drawn from a hat at the Club's Annual Banquet at season's end. Neither a "starboard" or "Protest" was hailed on the course. Even one skipper's brazen use of a paddle to cross the finish line was applauded with "nice feathering technique".

As the lazy sun dipped below the lake's towering pines, a contented fleet reluctantly turned home ... each sailor taking with them the simple joy of friends, boats and water ... the simple joy of Hakuna Matata!

Participants:
Carl & Melanie Hansen, Matt Hathaway, Barbara Beck, Wayne DeLaCroix, Christian Beck, Debbie Wilday, Lynn McConchie, John Kirchner, Pam Wilday, Steven "Beaver" Wilday, Katie Wilday, Adam Sequeira, Peter Sequeira, Steve Beck.

Above, Hasna Kaddo piloting the Race Committee boat, right, Carl & Melanie Hansen in Banana Republic sailing gear and below, Fleet 579 tacking and chatting.
Cremer, Charles, Barnes, & Geick
All Northeast Regional Masters Champs

With the President’s encouragement for us all to get back to some kind of “normalcy” after the horrific events of 9-11-01, a hearty group of 23 masters showed up on Sept. 16th to compete in the 2nd Annual Northeast Regional Masters Championship hosted by the Sprite Island YC of E. Norwalk, CT. The sun shone all day, the temp’s were mild, but the wind was not typical for Long Island Sound in the fall - only four races (yipes, no throw out!) were completed, one of which was a classic summer-doldrums-drifter.

Ted Cremer, overall champ last year, hung in there to best the hot apprentice group and finish 3rd overall. The very focused Ken Charles of the infamous (home of the 180-degree wind shifts) Bolton Lake SC showed remarkable consistency to take the Gold Medal in the Master age group. Ken’s three bullets made him untouchable for the first overall award. Inconsistent with previous years, only 2 competitors raced in the Grand Master group. Peter Barnes took the Gold and Paul Borse won the silver. Gordie Geick loved the light-to-moderate Bolton Lake conditions as evidenced by his Gold in the prestigious Great Grand Masters group. Mary Charles, also a Bolton alumna, was top woman, and finished 7th overall. The highly sought-after “Olde-Salt” Award went to 79 years young, Frank Whitescarver of Kinnelon, NJ.

Mucho thanks to our sponsors, Vanguard (Buy a New Sunfish!), The Sailboat Garage (buy sailing goodies from Peg!), and Layline (buy/buy/buy sailing gear). Thanks also to all the volunteers of Sprite Island YC, who made this a pleasant diversion for everyone. RC Chair AL Stauderman and his crew performed admirably in the most difficult light air conditions. Pete Beckwith

Photos, Mary & Ken Charles.

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<tr>
<td>1 Ted Cremer, Blue Point, NY</td>
<td>27</td>
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<td>2 Les Johnston, Medway, MA</td>
<td>33</td>
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<tr>
<td>3 Mark Hutchinson, Syosset, NY</td>
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<td>4 Mary Charles, Manchester CT</td>
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<tr>
<td>5 Lee Parks, Newport, RI</td>
<td>44</td>
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<td>6 Paul Dierze, Topsheld, MA</td>
<td>69</td>
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<td>7 Grill Moore, Bayville, NY</td>
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<td>8 Rick Lafontaine, NY, NY</td>
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<tr>
<td>1 Ken Charles, Manchester, CT</td>
<td>7</td>
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<td>2 Derek Stowe, Mt. Lakes, NJ</td>
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<td>3 Steve Mehl, Cap May CH, NJ</td>
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<td>4 Dick Addene, Oyster Bay, NY</td>
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<tr>
<td>5 John Meyer, Lively, VA</td>
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<tr>
<td>6 Don Echevaria, Avalon, NJ</td>
<td>40</td>
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<td>7 Bill Betts, Kinnelon, NJ</td>
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<tr>
<td>1 Peter Barnes, Framingham, MA</td>
<td>57</td>
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<td>2 Paul Borse, Southington, CT</td>
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<tr>
<td>1 Gordie Geick, Collinsville, CT</td>
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<td>2 Dick Heinl, Manhasset, NY</td>
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<td>3 Peter Beckwith, Wayland, MA</td>
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<td>4 Keith Lyman, E. Marion, NY</td>
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<td>5 Frank Whitescarver, Kinnelon, NJ</td>
</tr>
<tr>
<td>6 Norton Hutchinson, Oyster B, NY</td>
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Windward Leg - 2002 No.1
Regatta Results

Doug Lyle is Yankee Point Champ!

Yankee Point Sunfish Fleet held its 2001 Invitational on Sept. 8-9, 2001. Nine participants gathered at Yankee Point Sailboat Marina in Lancaster county, Virginia, Saturday morning for a pancake breakfast and a skippers’ meeting, then set out for the race course on Corrotoman River. The winds were light, dwindled to almost nothing, then rose to a steady breeze in the afternoon, enabling the group to get seven races in. Saturday night everyone enjoyed a dinner provided by Yankee Point YC, who also served breakfast both days.

On Sunday, after a meal of impeccable breakfast burritos, the racers headed for the final four races. The winds remained steady at 10-12 knots, making for some faster finish times. When the scores were added, Doug Lyle took first, Arabella Denvir, 2nd and John Meyer 3rd. John McConnico served as RC and Philip Denvir manned the chase boat.

Yankee Point Invitational
Lancaster County, VA
Sept. 8-9, 2001

1 Doug Lyle 1-3-5-3-3-1-1-2 23
2 Arabella Denvir 3-1-1-1-4-5-2-3-2-1-4 27
3 John Meyer, Jr. 4-2-2-2-1-4-5-5-3-2 32
4 Jack Clayton 2-4-3-1-4-3-2-4-4-3 34
5 John Meyer, III 5-5-5-5-2-6-7-6-6-6 58
6 Dwight Timm 8-7-8-6-6-5-4-3-5-5 64
7 Don Gillagher 6-6-6-7-8-7-8-7-8-7 77
8 Rich Teague 7-8-8-8-d-6-8-7-7 84
9 Paul O'Keefe 9-9-9-9-8-8-9-9-9-9 97

2nd Annual Wawasee Sunfish Regatta
Wawasee YC
Aug. 18, 2001

1. Dan Feldman 1-3-2
2. Linda Tillman 3-1-7
3. Jim Murphy 2-5-4
4. Stephen Smeulders 7-2-3
5. Dick Tillman 4-4-6
6. Tom Katterheinrich 6-7-5
7. Buzz Levinson 8-10-1
8. Gail Turluck 5-6-8
9. Casey Call 9-9-9
10. Bob Herrich 10-8-13
11. Laura Turluck 11-11-15
12. Steve Gard 13-18-10
13. Tammy O'Malley 12-13-16
14. Dave Trantner 18-14-14
15. Susan Sharp 19-16-12
16. Linda Lender 15-15-17
17. Mary Froshaug 14-17-18
18. John Call 21-19-11
19. Dave Welter 17-12-22
20. Brittany Leader 16-20-20
21. Jan Hackman 24-21-19
22. Herb Snyder 23-20-23
23. Dan Goller 20-23-24
24. Jim Sabens 25-24-21
25. Mert Wolfe 22-26-24
26. George Immscher 26-23-27
27. Renée Gabet 26-DNF

Feldman Captures Wawasee Regatta - Again by Steve Gardt

A strong field of 27 boats participated in the 2nd Annual Lake Wawasee Sunfish Regatta on August 18th. Light and shifty winds dominated the day, resulting in only 3 races being held instead of the hoped-for 5 races. Dick Tillman presented a rigging/rules seminar on Friday night to start off the Regatta. Dan Feldman continued last year's winning performance in the 1st race with a strong showing and placed 1st, with Jim Murphy and Linda Tillman (from the host Wawasee YC) finishing 2nd and 3rd. The 2nd race was tightly contested between Linda Tillman, Dan Feldman and Stephen Smeulders. The light winds proved to be in Linda's favor as she took the 2nd race. With the winds shifting back and forth through 30 degrees, a lunch break was called in the hope that an approaching storm would bring good wind for the afternoon races.

In the 3rd race, a huge wind shift just after the start caught the bulk of the fleet on the wrong side of the course and the Wawasee Yacht Club's Buzz Levinson stayed on the correct side and established an enormous lead that he never relinquished. Dan Feldman held off the rest of the fleet to place 2nd for the race with Stephen Smeulders taking 3rd. The approaching storm arrived with a fury and the fleet scrambled back to shore and the clubhouse to take cover. Dan Feldman's strong performance resulted in his winning the regatta for the 2nd year in a row. Linda Tillman placed 2nd for the day and Jim Murphy's balanced sailing in all 3 races earned him 3rd place honors. Although the light winds and storm made for an abbreviated day of racing, the Regatta was a big success and the newly renovated clubhouse at the Wawasee Yacht Club provided the perfect setting for the awards presentation and for another great day of Sunfish racing and camaraderie.

2nd Annual Wawasee Sunfish Regatta
Wawasee Yacht Club
Aug. 18, 2001

55th Annual Labor Day Regatta
Sarasota Yacht Club
Sept. 1-2, 2001

1 Joe Blouin 2-1-3-3-1-1 11
2 Paul Strauley 1-6-9-1-2-2 21
3 Gail Hauser 5-3-6-3-9 28
4 Rita Steele 7-2-8-12-3 36
5 Dave Kaighin 9-7-2-6-10-7 41
6 Erik Erickson 4-8-10-8-4-8 42
7 Tony Elliott 8-10-5-10-5-6 44
8 Mindy Strauley 6-4-7-11-6-12 46
9 Pat Hamilton 10-9-1-5-8-14 47
10 Cindy Kaighin 3-11-13-9-7-11 54
11 Ursula Olson 12-5-12-14-16 63
12 Kyle Wiggamer 11-13-11-15-13-10 73
13 Lois Blockett 13-11-7-11-18 80
14 Dave Vickland d-d-12-9-5 90
15 Linda Gossett 14-16-14-18-20-13 95
17 Carol McDowell 16-15-18-17-15 99
18 Erik Tanner d-d-d-16-16-4 111
19 Loreta Garber 15-14-22-21-22 115
20 Bruce Hilton 19-21-20-19-17-19 115
21 Bonnie Sevier 18-12-17-22-22 117
22 Dottie Schell 21-19-18-20-19-20 117
23 Jamie Welch 20-20-21-23-21-23 128
24 Amir Navwala d-22-23-d-d-d 148

Blouin Wins in Sarasota

Beautiful weather, a great turnout of Sunfish as part of a large 325 boat all class regatta, great entertainment and food were the setting for the 55th Annual Labor Day Regatta at the Sarasota SS. Joe Blouin, of Tampa, was at his best, with 3 firsts, 2 thirds, and a 2nd. Paul Strauley was consistent with 2 firsts and 2 seconds as well.

Windward Leg - 2002 No. 1
ABOUT Sunfish CLASS MEMBERSHIP

The International Sunfish Class Association was granted international status by the International Yacht Racing Union in 1984. ISCA ensures equal opportunity for all sailors by preserving the Sunfish as a true one-design sailboat. The United States Sunfish Class Association is the ISCA-recognized authority within the US. By joining USSCA, members are automatically members of ISCA.

All US Sunfish owners are urged to become members of USSCA. Upon receipt of the membership application form and fee, USSCA will assign an official sail number, and a set of self-adhering, cloth sail numbers will be sent to the applicant. A sailor who buys a new boat may retain his/her original sail number if the old sail is not sold with the number on it. Members may retain his/her original sail number if the old sail is not sold with the number on it. Members may purchase replacement or newly assigned numbers through the USSCA office for $12.00.

As a member of USSCA, you will receive a membership card, the Class Measurement Rules and Constitution, the Annual Regatta Schedule and the class newsletter, the Windward Leg, containing articles on how to enjoy, maintain and race your Sunfish and regatta reports. A Family Membership, available to sailors living at the same address, provides an ISCA membership card for each member, and one set of the materials described above. Junior membership (for an individual who is not 18 years old or older during the calendar year) is available at a discount. USSCA membership is required in order to race in sanctioned events at the regional, national and international levels. Members also have voting privileges at the Annual Sunfish Class Meeting held at the North American Championship site.

Sunfish sailors who live outside the US where there is no Sunfish Class Association, may join the USSCA and receive the Windward Leg by sending the membership application and appropriate fee to the address below.

---

**USSCA MEMBERSHIP APPLICATION**

Name: ___________________________ Sex*: ________ Birth Date*: ___________ Sail Number**: ___________

First Member: ___________________________ Additional Family Members: ___________________________

Address: ____________________________________________ ___________________________________________

City: __________________________________ State: ___________ Zip + 4: ___________ Country: ___________

Phone: Home: ___________________________ Work: ___________________________

Sunfish Fleet Number: ___________ Location: ___________

* To receive notices for Women's, Juniors or Masters events

** If previously registered

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<td>Nonmember $16.00</td>
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TOTAL ENCLOSED ___________

Make check or money order payable to USSCA (US Dollars) and mail with form to address below.

UNITED STATES Sunfish CLASS ASSOCIATION · P.O. BOX 300128 · Waterford, MI 48330-0128 · (248) 673-2750

---

Windward Leg · 2002 No.1

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**Reasons to join the class:**

- Receive Annual Regatta Schedule
- Be eligible to race in sanctioned events & attempt to qualify for the World Championship & Pan Am Games
- Receive The Windward Leg
- Receive the Class Yearbook and Directory, including the Class Constitution and Rules
- Meet others who enjoy the sport of Sunfishing

**Support the CLASS so it Can Support YOU!**

Join the class and receive regatta information and results, tips, and more!
2002

I hereby acknowledge that it is always the individual responsibility of each skipper to determine whether to start or to continue racing. For the operation of the event organizer, its officers, employees, agents and members from any and all claims for damages for death, and personal injuries or property damage in any manner related to this event or the operation of the event organizer. I hereby acknowledge that it is always the individual responsibility of each skipper to determine whether to start or to continue racing.

Signature: ___________________________ Date: ___________________________

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Many thanks to Dan Feldman of Windline Sailing for his contribution to the Windward Leg! CC

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Please send your change of address to the USSCA office before you move! To save the Sunfish Class the $.50 the Post Office charges for the change of address return card and forwarding of your Windward Leg, keep us apprised!!!

Mailing Labels for distribution of regional newsletters or regatta notices, etc. may be ordered for $15.00 plus $.06 per name. Allow two weeks for delivery. New Sail Numbers may be ordered by sending a check for $12.00 (current members) or $15.00 (nonmembers) payable to USSCA. These are sticky back, official 10" black cloth numbers. Include your name, address and sail number. Membership information can be obtained from the office or your regional rep.

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

Videos Available

Videos for Class promotion or entertainment at a fleet meeting or regatta may be rented by writing or calling the Class Office.

The Sunfish Web Page Address is:

www.sunfishclass.org

You can find race results, regatta notices, bulletin board, and more. You can sign up for the Sunfish Listserves at the website too!

Email for the Windward Leg: windwardleg@aol.com
To submit Windward Leg articles, please send me a hard copy by mail or fax as well, to insure inclusion the Leg! Thanks

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Attention!!!
Use this form for regatta registration and mail to the appropriate event organization with the appropriate fees. Midwinter and Int. Masters fees on page 12-13. Make copies as necessary!

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Regatta Name ___________________________
Name ___________________________
Address ___________________________
State _______ Zip _______ Country _______ Email: ___________________________
Day/Phone _______ Eve/Phone _______ Birth Date: ___________ Sex: _______
Yacht Club _______ Sail # _______ Hull Color _______ Deck Color _______
USSCA# _______ USSA# _______ Amount Enclosed $ _______

I agree to be bound by the Racing Rules of Sailing and by all other rules that govern this event. In consideration for its sponsorship of the event, I hereby release the event organizer, its officers, employees, agents and members from any and all claims for damages for death, and personal injuries or property damage in any manner related to this event or the operation of the event organizer. I hereby acknowledge that it is always the individual responsibility of each skipper to determine whether to start or to continue racing.

Signature: ___________________________ Date: ___________________________

Windward Leg - 2002 No.1
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- Windward Leg - 2002 No. 1
Spicer & Rothman Win NY Youth Championships

48 children, 10-17 years old, participated in the 1st Annual NY Youth Regional Sunfish Championship hosted by Mattituck YC on LI, August 18. The event was divided into two divisions, Junior and Midget. 20 singles and one doubles boat participated in the former, while 13 doubles raced in the latter. It was a beautiful, sunny day with 5-6 knot northerly breezes predicted to shift to 10-15 form the SW in the afternoon. Unfortunately, the shift didn't occur until after the Junior Fleet was sailing back to the beach after the last race.

In the 4th race of the Junior division, however, only 2 of the 21 boats finished within the time limit. This was unfortunate for Kevin Buruchian of NJ, who otherwise sailed an excellent 1-3-3-4- series, but was not one of the 2 who finished the race. Michael Spicer of Southold won the fourth race and the regatta with a 2-6-7-1-2. Katie Koehler, also finishing the 4th race, brought herself up to 3rd as a result. In the Midgets, Chelsea Rothman and Henry Rich of Southold YC, out-concentrated the competition to finish 6th in the first race and then take 3 bullets to win the championship.

NY Youth Championship
Mattituck YC
August 18, 2001

<table>
<thead>
<tr>
<th>Juniors</th>
<th>Midgets</th>
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<tbody>
<tr>
<td>1 Mitchell Spicer, SYC</td>
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<td>2 Kevin Buruchian, NJ</td>
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<td>4 Todd Kurkiewicz, Morich. NY</td>
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<td>6 Jay Zimmer, Old Cove YC</td>
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<td>7 Sarah Pillai, Mattituck YC</td>
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<td>8 Ariel Koehler, Amityville, NY</td>
<td>17 Beau Robicheaux, NY</td>
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