JoAnne Kolius is 2005 Women’s North American Champion!
Houston and Bay Waveland Yacht Clubs Work Together to Ensure Regatta’s Success

By JoAnne Kolius

Houston Yacht Club was pleased to co-host the Sunfish Women’s North American Championship with Bay Waveland Yacht Club on October 7-9. Hurricane Katrina forced this event to be relocated to HYC after the devastation at Bay Waveland Yacht Club.

The first low pressure system of the fall settled over Galveston Bay providing the competitors with beautiful conditions. Temps were in the 60s and 70s and the winds held true in the NNE. Saturday saw four races, sailed in 8-12 knots. The first couple of races saw the fleet shake itself out. Races 3 and 4 saw some surprises.

Sunday’s races started early (0900) and two races were sailed in 5-10 knots before the breeze faded. The winners weren’t determined until the final race in some very close competition.

Julie Goetschius (Houston, TX) won the Masters Trophy and Kelly Gerken (Viola, KS) took home the Junior Award. In the fleet, Skeeter Chilton (Sand Springs, OK) was awarded 5th place, Lee Parks (Newport, RI) 4th, Gail Heausler (Tampa, FL) 3rd, and Ann Edwards (Baton Rouge, LA) finished in second place just one point behind Joanne Kolius (La Porte, TX) who prevailed in first place.

It should also be mentioned that the perpetual trophy survived Hurricane Katrina. Clinton Edwards was smart enough to remove the trophy from Bay Waveland YC prior to Hurricane Katrina hitting the Mississippi coast. However, he took the trophy to his home (about two blocks from the YC). After the storm passed it became obviously very quickly that the trophy was washed away ... along with his home. A few days later and within hours of the bulldozers arriving to clear the street the trophy was found!

Please turn to page 3 for results.

New Location for 36th Annual Sunfish Worlds

By Rose Rowland

The 2006 Sunfish World Championship will be held in one of the most beautiful and challenging venues on the east coast of the USA - Charleston Harbor, South Carolina. Charleston Harbor is famous for its two-three knots of current and daily sea breezes averaging 12 to 15 knots. These conditions always make for an interesting and challenging regatta. And who could ask for a more accommodating and beautiful site, with its renown historical district, beaches, excellent restaurants, unique shops, and friendly folks.

The Hosting Facilities

The Charleston Harbor and Resort Marina will be the hosting site for the championship. This facility is located on the harbor with a breathtaking view of historical Charleston and...
Happy New Year!

As we begin another year of sailing opportunities, I noticed an interesting theme as I assembled this issue of the Windward Leg. In addition to the excellent advice in some of this issue’s articles — including the final installment of Bruce Gillies’ inspiring FIRE series — we feature several items that reflect on the more personal side of sailing.

Derrick Fries tells us about his good friend Eduardo Cordero and his sailing gifts, and Jim Irwin also reflects on Eduardo’s teaching abilities. Artist, writer, and Sunfish sailor Anne Weber provides her poetry and some images of sailing. We also feature Connie Miller’s photos of sailors enjoying this past season’s Nas.

Please send your stories, photos, comments, and regatta results to publish in upcoming issues of the Leg. I especially encourage Juniors and our Sunfish friends outside the USA to send stories and photos so we may continue the broad appeal of this newsletter.

Think Spring!!

- Peggy Malecki Irwin, Editor

The Sunfish Alphabet

A sailing poem by Anne Weber

“Anchors aweigh,” and “All aboard,” we call
As our small boats we haul
Over the seaway,
Ahoy there, water!

Beam reach or broad reach,
Try to remember that the bow is the pointy end,
Bilgewater is as low as I can go
to keep from being beamed by the boom,
And don’t kiss any buoys
And keep your blocks from blocking.

Course, I am the captain and the walrus,
And if I do well I will take myself,
the crew, out to dinner.
Cleat use can capsize a close-hauled boat
In a cat’s paw, so be cautious,
I tell myself in the cockpit.
“Change course to avoid a crash.”

The committee boat has the countdown,
So I’m clocking to the start
True north is only one direction on a compass
That can corroborate wind shifts.

A 13 and half foot Sunfish has no room
For a dinghy on the deck
And duct tape fixes all problems
Not having to do with downhaul adjustment.

Does an Easterly mean an ill wind blows enough to put me on my ear?

Fall off to keep footing toward the finish;
No first mate adorns the foredeck.

The gusts rattle my gudgeons,
And gybe me just as the gunwales were surfacing
No spin guys are needed on the gaff-rigged Sunfish
Or a gal either.

My hull is heeling so I head up,
then head off to drive farther forward
Haul the halyard to harden the sail
for heavy air. I’m hailed by another boat,
“Hard to lee,” I say, but not hard enough.
HELP

I am in irons,
Trapped, shackled, floating backwards briefly
If only I’d put in a Jens rig,
Bigger boats have jibs to help with turning.
My boat jumps fast forward and is overcome by a gust.

Too bad, the only kind of keel here is when I keel over.

Luckily, my life jacket is lashed on this land lubber
I(resurface, laughing and luffing, lunging to leeward.
As I clamber back aboard.
I limply pull at my tangled lines
and that leech looks too loose...

Mumbling, I manage to take the mainsheet which
is attached to the mainsail
Firmly in hand
“Mind the next mark?” I murmur.

The mark is not a Nun,
But an inflated orange bubble.
I am careful not to brush it as I pass.

I tighten myouthaul,
Thankful I have no use for oars or oarlocks.

I’m on port, preparing to gybe,
Wondering why that other boat is pinching.
Perhaps the wind will die,
then I can use my paddle stored in the poop deck.

Forget about Quarterdecks out here in the Sunfish fleet.
Quarter horses and Quarterbacks aren’t at all relevant either.

We’re racing, running free, reaching.
Rigging our boats just so we can go
My rudder is the right length for this regatta.

So as the skipper and seaman, I see some signal flags,
Sorry, I need to sail closer to see them
And stay on starboard and keep astern of swans.
Sheet in.

I don’t want to tip over, so I clench the tiller
My transom reliably follows me.

“Up, Up, Up,” yells my friend from below.

Oh, to sleep in a V-berth would be very lovely.

I wheel to windward
Where’s the waterline
I wonder and why do I need to know that?
The whistle blows announcing my finish.

Wait, I need to fix my boat.

She’s not a yawl or a yacht,
But how she does zoom to
Zulu, the last letter in the marine radio caster’s alphabet.

— Anne Weber
the surrounding islands. It offers ready access to the city, beaches, and surrounding communities, just a few minutes away. For more information about the site and accommodation information please go to www.charlestonharborresort.com.

Sponsorships Still Available
An array of opportunities exists for sponsors of this unique event. Depending on the level of sponsorship, sponsors can arrange for their name in the title of the regatta, as well as their name/logo on the sails of each boat, T-Shirt, banners, and more.

Contact Information for Participants and Sponsors
Details pertaining to the regatta are still being developed but if you have questions at this time please contact these members of the Organizing Committee for the 36th Sunfish World Championship:

David Loring
Regatta Chairman
Ph: 800-443-9441 x3284 or cell 843-345-3073
Fax: 843-216-6100
david.loring@blackbaud.com

Joe Wilson
Regatta Vice-Chairman
Ph: 843-224-9482

Rose Hamm Rowland
Regatta Financial Officer and ISCA Liaison
Ph: 843-762-4856 or cell 843-442-7673
RHRoland@aol.com

It's Kolius at the Women’s NAs

Women’s North American Championship
Houston YC and Bay Waveland YC - Houston, TX
October 7-9, 2005

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<thead>
<tr>
<th>Sail#</th>
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<td>4 Lee Parks</td>
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<td>5 Skeeter Chilton</td>
<td>5-(6)-5-2-6-5</td>
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<tr>
<td>6 Julie Goetschius</td>
<td>(11)-8-6-3-7-7</td>
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<td>7 Katy Towles</td>
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<td>8 Robin Johnston</td>
<td>10-9-(11)-7-8-3</td>
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<td>9 Kelly Gerken</td>
<td>7-7-7-9-(DC)-DC</td>
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<td>10 Lisa Weatherholt</td>
<td>(DC)-11-9-6-12-9</td>
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<td>11 Mary Medina</td>
<td>(12)-10-8-10-10-10</td>
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<td>12 Carla Banks</td>
<td>8-(13)-10-11-9-12</td>
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<td>13 Jo Ann Chandler</td>
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<td>14 Gail Turluck</td>
<td>9-15-14-(DC)-DC-DC</td>
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<tr>
<td>15 Kara Mings</td>
<td>(DC)-14-DC-DC-DC-DC</td>
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</table>

2006 North Americans planned for Texas

Dear Sunfish Racers,

The 2006 North American Championship will be held June 19-24 at Rush Creek Yacht Club (www.rcyc.org) in Heath, TX (just outside of Dallas). Opening Day will be June 19th. June 20-21 will be the Junior North American Championship event, followed by the Senior event on June 22-24.

June is typically the best time for summer sailing in this part of the country. Daytime highs are in the lower 90s with lows in the lower 70s. The breeze is usually out of the south, and may be around 10 peaking to about 15, with occasional stronger gusts possible depending on the day.

Rush Creek families will provide a limited amount of housing with host families on a first come-first served basis. There are also a number of reasonable motels and hotels within 15 minutes of the club. RCYC does permit RVs and tent camping on club grounds, with restroom and shower facilities available 24 hours.

We have an air-conditioned clubhouse with food service available, a swimming pool, and outdoor grills. For your boat, there are ramps for launching trailers or dollies, plus two floating ramps. Rush Creek is excited to host the 2006 Sunfish North Americans, and to provide a great regatta experience for you on and off the water.

Save the date and come sail the NAs in Texas next June!

Mary Medina
Commodore, Rush Creek Yacht Club
Sail # 79319
Organizing Authority: Davis Island Yacht Club.

Rules: The regatta will be governed by the rules as defined in the current Racing Rules of Sailing (RRS).

Eligibility: Open to members of the International or U.S. Sunfish Class Association who have achieved their 40th birthday by March 10, 2006.

Registration: Eligible boats may enter by registering at the Davis Island Yacht Club between 0800 and 1100 March 10, 2006. Sailing Instructions will be available at registration.

Measurement: Sails may be selectively measured and all boats may be checked for required safety equipment. Other measurements may be made at the discretion of the Race Committee.

Fees: The entry fee is $90.00 (USD) per boat, early registration is encouraged. There will be a $25.00 late fee for entries received after February 17. This includes a continental breakfast Sat., Sun., beer and soda Sat., Sun after racing, dinner on Sat. night, trophies, T-shirt, lunch on the water each racing day. This entry fee includes Florida State sales taxes.

Schedule:

Friday March 10
0800  1100 Registration at DIYC  
1130  Competitors' Meeting
1300  First Warning Signal of the day

Saturday March 11
1030  First Warning Signal of the day

Sunday, March 12
0930  First Warning signal  
Trophy presentation ASAP after sailing

No Warning signal will be made after 1400, March 12, 2006

Courses: The courses will be described in the sailing instructions.

Venue: Davis Island Yacht Club, 1315 Severn Ave. Tampa, Fl. Racing will be in Hillsborough Bay, south of the Davis Island Yacht Club.

Scoring: Nine races are scheduled, of which one is required to be completed to constitute a regatta. One race will be discarded if at least five races are completed.

Trophies: Top three in each age group and to the top five finishers overall.

Disclaimer of Liability: Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. Neither the organizing authority nor the host organization will accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

Hotels / Camping: Camping will be available at yacht club. Hotels in downtown Tampa are available; there is a 10-minute drive time from downtown to the yacht club.

- Holiday Inn Downtown 813-223-1351
- Residence Inn Downtown 813-221-4224
- Courtyard Downtown 813-229-1100
- Radisson River walk 813-223-2222
- Hyatt Downtown 813-225-1234

SAFETY: All competitors shall wear, while on the water, other than brief periods while adding or removing clothing, an approved PFD (US Coast Guard or Canadian), except where ORC regulations apply. A boat retiring from a race shall notify a Race Committee vessel before leaving the course, or, when that is impossible, the Regatta Office immediately after arrival ashore.


Contacts: For information, contact Paul Strauley at 407-739-2377, email mskatz@worldnet.att.net or Mike Dawson 813-949-4840, email mwd571@yahoo.com
2006 Sunfish Midwinter National and Team Championships
March 16-19, 2006
Melbourne Yacht Club - Melbourne, Florida
NOTICE OF RACE

Organizing Authority: The organizing authority is the Melbourne Yacht Club (MYC), Sunfish Fleet 669, and the United States Sunfish Class Association (USSCA).

Rules: This event will be governed by The Racing Rules of Sailing 2005-2008, the prescriptions of the United States Sailing Association, the International Sunfish Class rules, this notice of race, and the sailing instructions. In case of conflict between the Notice of Race and the Sailing Instruction, the Sailing Instructions shall prevail.

Advertising: This regatta is classified as Category “A” in accordance with the ISAF Regulation 20 and ISCA Advertising Prescriptions.

Eligibility: This event is open to members of the International Sunfish Class or the United States Sunfish Class Association [USSCA]. Membership cards must be shown at registration. USSCA membership applications will be available at the late registration / check-in table. Boats entered must comply with ALL rules of the ISCA as stated in the 2004-2005 directory.

Team Racing: Teams will consist of four boats and may be assembled during registration on Thursday.

Entry: Competitors may enter by completing registration with the registration committee. Standard registration forms are available in the Windward Leg, by mail from the Melbourne Yacht Club [MYC] and at www.sunfishflorida.com. Completed forms, together with appropriate entry fee made out to Melbourne Yacht Club noting SF Midwinters, should be sent to: SF Midwinters, c/o Chris Gates, 506 North River Oaks Dr, Indialantic, FL. 32903

Fees: The entry fee will be $90 if postmarked by February 17, 2006. Entries postmarked after February 17th and on-site registration will be $110. Fee includes memento, daily lunches, dinners on Friday and Saturday night, complimentary coffee, juice and pastries prior to each day’s racing; complimentary beer, sodas and snacks following each day’s racing, and awards. Additional dinner tickets for each day are available at $10 adults and $5 children.

Sailing Instructions: Sailing Instructions will be available at the registration table during check-in and late registration time.

Schedule:
Thursday, March 16 Team Racing
1000 1230 Registration
1330 Start of first race
1630 Beer and soft drinks
1630 1730 Check-in and late registration

Friday, March 17
900 1030 Continental breakfast
900 1030 Check-in and late registration
1100 Competitor’s Meeting
1100 1200 Pick-up complimentary box lunch @ clubhouse
1230 First warning signal
1600 Complimentary post race beer and soft drinks.
1800 BBQ at Ballard Park

Saturday, March 18
800 1000 Continental breakfast and lunch pickup
1030 First warning signal
1630 Complimentary post race beer and soft drinks.
1830 Dinner party at MYC Clubhouse

Sunday, March 19
830 - 1000 Continental breakfast
1030 First warning signal
1400 No races to begin after 1400, Complimentary post race beer and sodas $1.00 hot dogs, Awards as soon as possible after racing.

Regatta Site: The Regatta site will be at the Ballard Park located in Melbourne, FL. The address is North Thomas Barbour Drive in Melbourne, which is off US1 between the 192 causeway and the Eau Gallie Causeway. Parking will be available on site for both cars and trailers. Camping is currently not available at the race site. Housing will be available on a first come first serve basis to pre-registered participants.

Racing Area: The racing area is in the Indian River to the East of Ballard Park

Scoring: The Low Point Scoring System. One race shall constitute a regatta.

Contacts: Event chairman - Chris Gates 321-984-2561 cgates@cfl.rr.com, Housing John Fox - john@teamfoxy.com, Boats Jim Edwards Edboat@aol.com

Rules of the (Wet) Road ...

By Gail M. Turluck

We all love the simplicity of our nifty, fun Sunfish. Whether new to the boat or old salt, we can be underway in a few brief minutes, splashing, flying or floating, enjoying our day on the water.

Sunfish sailors worldwide enjoy our fine craft for both racing and recreational reasons. When we're day sailing, we need to heed the rules of the road known as the International and Inland Navigation Rules (http://www.navcen.uscg.gov/mwv/navrules/navrules.htm).

When we're racing, we fall under the Racing Rules of Sailing (RRS) as developed by the International Sailing Federation (http://www.sailing.org/), and for the many of us in the U.S., the version with U.S. SAILING prescriptions (http://www.ussailing.org). Would you play Bridge, Monopoly or football without rules? Of course not. Sailboat racing has rules, too, and to be fair to all competitors, it's only fair that everyone be familiar with them.

In each of the last four years, I've been in situations where experienced sailors have "fouled" me, often in a simple port-starboard situation. I've had the offending parties ask me not to apply the rules, to overlook it "because it doesn't matter," or even become downright belligerent. Where does one person's right "to have fun" preclude another's opportunity to experience that same fun? THE RULES define how we must conduct ourselves on the race course, and to be a fair competitor, we all need to heed them.

In each of the last four years, I've been in situations where experienced sailors have "fouled" me, often in a simple port-starboard situation. I've had the offending parties ask me not to apply the rules, to overlook it "because it doesn't matter," or even become downright belligerent. Where does one person's right "to have fun" preclude another's opportunity to experience that same fun? THE RULES define how we must conduct ourselves on the race course, and to be a fair competitor, we all need to heed them.

Have you read the RRS? Are you befuddled by the terminology? Do you simply avoid close situations because you're not sure who gives way to whom? We want to help our sailors avoid being yelled at by a seasoned sailor, who due to impatience or excitement, may forget that not everyone is at expert level in applying our rules. Keep in mind, however, that "hails" are a part of using the rules.

How do you learn the rules?

First, get a good book that not only lists the rules, but explains them as well. Some recommended books include:

- **Understanding the Racing Rules of Sailing Through 2008**
  - by Dave Perry
  - (ISBN: 0974105872)

- **Paul Elvstrom Explains the Racing Rules of Sailing: 2005-2008 Rules**
  - by Soren Krause
  - (ISBN: 0071456260)

- **The Rules Book 2005-2008**
  - by Eric Twainme
  - (ISBN: 1574091298)

If you join your country's sailing association, such as US Sailing, they usually include a copy of the in-force rules as a benefit to your membership.

The rules are also available on websites. Try:


Once you've read the books, test your knowledge on some web sites, such as:

- http://www.ussailmakers.com/RulesQuiz/
- http://www.racingrules.org/

Start learning the rules by reviewing the definitions section. Keep the definitions handy as you continue through the rest of the rules. After the initial five fundamental rules, the next two sections have rules that will apply in 90% of the situations you come across. They provide you with direction for when boats are on opposite tacks (which is a whole section), and then on avoiding contact, acquiring right of way.
Rules of the (Wet) Road ... (Continued from page 6)

changing course, and proper course.

How do you develop your knowledge of the RRS? By using them!

Bring your rules book to every regatta. When you register and receive your Sailing Instructions (SIs), carefully read them. Often, the Race Committee may make specific changes to the rules for that particular regatta, and the changes will be reflected in the SIs. To sail well and avoid possible conflicts on the water, you will need to be aware of these changes.

Over the off season, have a fleet or club event where you spend an hour going over hypothetical situations. Look into having a "seminar" where a local experienced sailor or brought-in expert gives instruction on applying the rules in commonly experienced situations. These often lead to great discussions and enjoyable post-event social times, too. In season after fleet races,leet discussion of the situation and gain understanding of who was in the right of way and why.

For any foul for which a competitor takes penalty turns, have a whole fleet discussion of the situation and gain understanding of who was in the right of way and why.

What happens if you break a rule?

Now, it's human to make mistakes. When this happens on the race course, the "fouled" party must hail the word "protest" immediately. "Do your circles," "Do a 720," "Make your turns," or words to that effect, trying to be nice, are not official and do not cause the person who fouled to be required to act. Keep it simple and use the official term, "Protest!" Say it loud enough and directly to the skipper so there is no question that it is being stated. It's not a dirty word; it is what is called for in the rules. Have other competitors nearby acknowledge that they heard you. If you are in the wrong, do the proper penalty turns and resume racing, or be gracious and accept the defined penalty in sportsmanlike fashion. After all, it is just a game.

If the fouling party does not take advantage of penalty turns to exonerate the foul, follow through at the finish and use the protest process. Report to the Race Committee your intention to protest. Complete a protest form and turn it in as described in the rules. It's only fair to all competitors if everyone's scores truly reflect their actual performance on the water. It doesn't matter if a participant is first, middle of the fleet or second to last, fair sailing needs to be a part of the entire experience!

If everyone plays the game by the same rules, we will all be able to enjoy it more. Take just a little time now and then to read, review, and brush up, and you will find not only do you have more fun, but your performance will improve, too!

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Distributed in North America by Vanguard Sailboats
Greetings to all and here's to another great year of sailing, socializing, and racing Sunfish.

Looking back at 2005 from an International viewpoint, the class successfully held its first World Masters Championship outside the United States. The Dutch Sunfish Class organized this at Workum in The Netherlands. Their efforts should set the stage for future venues either in Europe or South America. Prior to this, the Cercle Nautique de Schoelcher of Martinique organized the 35th Sunfish World Championship. Martinique was a fantastic location, offering ideal racing for the 48 competitors who qualified for the event. ISCA thanks the many involved in organizing these regattas.

2006 brings many more opportunities for all for top competition in the Sunfish community. The world events mentioned above are, for many, goals to be achieved. Achieving these goals requires participating in qualifying events, either Sunfish regionals, country qualifying events, or continental championships. Of course, placing well requires developing skills and gaining experience racing in fleet and local regattas. For all new sailors and those desiring to improve, frequent sailing for fun, either individually or with a friend or two, will set the stage for achieving those individual goals. The enjoyment of sailing leads to the excitement of competition. Each individual can choose his or her own level of expertise.

Major events in 2006 at which to test yourself are the Masters World Championships (40 years and up) in Tampa, Florida, March 10-12, followed by the Midwinter Championship in Melbourne, Florida, March 16-19. Both of these events typically draw international competition. Finally, the 36th Sunfish World Championship will be in Charleston, South Carolina, October 1-8, 2006. This is a change from the venue originally planned for Aruba. Charleston offers great racing, ideal weather, interesting touring opportunities, and easy access. There will be 98 boats and 98 competitors. See the article in this issue of the Windward Leg. Also, 2006 is the qualifying year for nations, and individuals representing those nations, to compete in the 2007 Pan American Games scheduled for November, 2007, in Brazil. Your National Sunfish Class Association should have details.

As the new year begins, I extend recognition and thanks to the many volunteers throughout the world who are involved with the local, national, and continental sailing activities mentioned above, and to our Sunfish staff and officers, as well as to our Windward Leg editor. We also appreciate the support of our manufacturer, Vanguard Sailboats. www.teamvanguard.com., for supplying boats and personnel for various events and promoting the class throughout the world. And finally, we want to keep our friends along the Gulf Coast and Florida in our prayers for their recovery from the devastation caused by the hurricanes.

Best wishes to all for a successful and fulfilling 2006. Happy sailing!

Dick Tillman

Windward Leg
2006 Ad Rates

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<th>Ad Size</th>
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If your ad does not conform to these sizes, you can purchase a custom-sized ad at only $4.95/sq. inch.

Classified Ads: (Minimum 25 words)
Personal: $.30 per word ($7.50 min.)
Commercial: $0.50 per word ($12.50 min.)
Execution: Great Sailors = Great Executors

By Dr. Bruce Gillies

Execution
This is the fourth and final article in our series of mental skills for the Sunfish Sailor who enjoys racing his boat. Our previous discussions were regarding focus, intensity control, and the need to relax.

This last element of the F*I*R*E model brings us to actually putting everything into motion and executing those skills, both mental and physical, that we've been practicing. We have seen that Focus is the element that brings our mental skills to bear on a particular problem, whether we are at the starting line, rounding a buoy, or trying to snuff out a competitor. We have also seen that Intensity must be at the appropriate level. If we have too high a level of intensity we lose focus and cannot concentrate on the skills we need to complete. Having too low a level of focus does not give us the sense of urgency needed to gain the competitive edge over other sailors. Our discussion of Relaxation helped us understand that we cannot maintain the exceptional level of intensity we need to be most effective all of the time. We must be able to reach a level of relaxation so that our mental and physical abilities will be ready when we need them.

Now let's bring all of these elements together and win some races.

Many sailors, and other athletes, spend countless hours practicing, both physically and mentally, yet when the critical moment comes and they need to make the correct moves for their plans, they fail to execute. Oftentimes, it doesn't require special physical skills, coordination, or inside knowledge of your competitors. It is simply a matter of performing the correct actions at the correct time. Tacking across the bow of a competitor to maintain the right of way, ducking under the stern of an overly aggressive competitor to gain boat speed, or completing the bottom refinish in preparation for an upcoming regatta are all elements of executing the important aspects of a race to win. When athletes fail to complete these moves, we call it the "execution gap." This is the gap between strategy and successful completion of any endeavor, whether on the race course, the football field, the board room, or the battlefield. It is the reason many vital initiatives and plans fail, so many efforts at improvement collapse. No issue is more crucial to peak performance than bridging the "execution gap" or EG.

The EG has very little to do with actual race strategy, new equipment, or issues that typically take time of a high performing Sunfish Sailor. It does have to do with maintaining that mental edge that so many leaders, athletes, and warriors have perfected. We either execute our goals or we don't. As the famous Jedi Yoda said in Star Wars, "Do or do not ... there is no try."

One of the first steps in understanding and overcoming the EG is to identify where these gaps lie. Are your starts crisp and at the horn? Are your roll tacks perfected and timed correctly? How many times have you heard someone bemoan the poor consequences of a bad start on the racecourse? At after-race meetings it's so common that it's almost a quote every time for someone to say, "Well, we had one minute to go and were set up for a perfect start, and then, we'll just say it didn't work out the way we planned it." Is your boat properly setup for the conditions? Are your lines free of snags and bights when preparing to tack? All of these might point to your EG. The EG gap has many root causes, but quite frequently it starts with a lack of focus. One activity you can do to reduce your EG is to brainstorm on new or better ways to deal with the factors limiting your execution.

Franklin Covey, the time management guru, coined the phrase EG: execution intelligence. Highly motivated and achieving individuals can and do fail to achieve goals they have set for themselves. We can reduce this failure by improving our xQ goal execution know-how.

Some of the key elements to achieving xQ are:

Goal clarity. Clarity of your specific

Continued on page 10
Features

Execution: Great Sailors = Great Executors (continued from page 9)

execution goals and the specific outcomes they achieve is imperative to be able to execute strategies successfully. An unclear outcome goal will only lead to a poorly executed strategy.

High level of commitment. Commitment cannot be replaced. Commitment leads to a dedication to excellence and achievement of the goals. If you aren’t absolutely committed to a perfect start, the odds are, you won’t achieve that start. You’ll let someone else take the lead, nudge you out of the way, or bully you out of your right of way.

Developing the skills. Improving the specific skills needed to successfully compete in Sunfish sailing is a critical component. We’ve often heard the saying, “you can learn to sail in a day, but mastery of sailing is a lifelong experience.” Practice your roll tacks, buoy roundings, and starts until you see them in your sleep.

Accountability. Make yourself accountable when you race. Anyone can make excuses; the successful competitors are those who hold themselves accountable and learn from their mistakes. Penalize yourself even if a small mistake doesn’t cost you any places. Eventually it will cost you. Easier to penalize yourself than to try to recover from a mistake that costs you several places.

Ultimately, applying the F*I*R*E model to Sunfish racing demands your focus on one element of racing at a time. Airports land only one plane at a time. Make a list of the most important elements to your Sunfish racing. Which ones must receive your immediate attention to reduce the EG?

Ensuring that each element of the F*I*R*E model are used at the appropriate level at the appropriate time is critical. Too much focus on only one part of the start will result in forgetting to watch the clock or missing a wind shift. A level of intensity that is too high for too much of the race will wear you out physically and mentally. Too much relaxation rounding a buoy may result in your having to climb back in your boat after a capsize. And trying to execute too many things when the situation requires less movement in your boat results in lost boat speed. The chart below reflects the appropriate amount of each element at the start of the race.

Notice that relaxation has been reduced to less than three points on the scale, while the other three elements are raised above the normal level of five. A large amount of focus is required, the intensity level must be elevated to enable your body to react quickly, and the execution must be exact to gain the edge and have an efficient and excellent start. Relaxation is low during this time.

Let’s take a look at a different part of the race, the long upwind beat. Here, the level of focus is still relatively high; focus is still needed to provide information on the wind shifts, location of other boats, and condition of the sails. Intensity is low, as there is no need to maintain a high level of intensity, so the Sunfish Sailor can reduce their intensity level. The relaxation level is elevated, allowing the athlete to renew their mental and physical reservoirs in preparation for the next critical step in the race. Execution is lower than at the start as it only requires small adjustments to the sails and tiller.

Understanding the interaction between these elements of your mental race will make the difference between a frustrating afternoon on the water and earning a place at the podium. Understand them, practice them, use them and you’ll improve your tactics, execution, and overall race results.

Making the progression from being a novice Sunfish Sailor to becoming a fierce competitor requires all of the elements of the F*I*R*E model. Focus, Intensity, Relaxation, and Execution, when applied in the appropriate levels, will result in a much more enjoyable race. Even recreational Sunfish sailors can apply the F*I*R*E model for greater enjoyment. Understanding, practicing, and using these skills will result in less broken equipment, improved safety, and a faster boat overall. Use them for not only sailing, but in your career and family life as well.

Dr. Bruce Gillies is a performance consultant and professor at California Lutheran University. He has consulted with athletes in tennis, softball, golf, basketball, hockey, and football. He has worked at the professional level of athletics as well as little league baseball. Dr. Gillies can be reached at bggillies@aol.com.
Happy New Years to each of our Sunfish members and family. I hope Santa was good to you at Christmas and brought you that new Sunfish you were hoping for.

Well now it's time to start polishing up that old or new Sunfish and get ready for a great year of sailing.

Some of the upcoming events to consider participating in are the Masters World Championship at Davis Island, Tampa, FL from March 10 through March 12, followed by the Midwinter Championships at Melbourne, FL on March 16 through March 19. The North Americans will be in Dallas, TX on June 19-24 and the Worlds, which are now scheduled for Charleston, SC instead of Aruba, run from September 30 through Oct 7. The USSCA Masters are scheduled to take place August 25-27 in Lake Bluff, IL. The Women's North Americans will also be later in the year.

As of this writing the Class is looking for a location to host a Pan Am Sunfish “runoff” as was done in Sarasota in 2003. Dates will be announced as soon as a venue is located. Other events in your area and around the states will be announced in April and put on the website as soon as they become available.

Please help us to include all events in the annual calendar. If you have hosted a regatta this past year and received the official USSCA regatta schedule questionnaire in the mail, please return it promptly to the Class Office. If you have an event you want scheduled, please contact your regional Sunfish representative. If your club wants to host a regional or national event, please contact Susan Mallows, your National Event Coordinator. Information to contact either your local regional representative or Susan can be found in the back of the Windward Leg or on the Class web site.

I hope you will support and attend events in your local area and around the states, especially Class events. And, I will hopefully see you this year at one of the national events.

-- Vic Manning
Nominations are Now Being Taken for 2006 USSCA Elections

The following positions will be elected this year at the USSCA Annual Meeting, scheduled to take place at the North American Championship at Rush Creek YC in June 2006.

President
Treasurer
Junior Coordinator
Membership Coordinator
Regatta Committee Coordinator

If you would like to be nominated to be placed on the ballot, please contact me before March 30, 2006.

Tom L. Katterheinrich
USSCA Nominating Chair
PO Box 71
New Knoxville, OH 45871
Phone: 419-753-2289
Email: mkattherheinrich@nkleco.net

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**2005 North American Champions**

At the time the Late Summer 2005 Windward Leg went to press, photos were not available from the North American Championships. Unfortunately, Connie Miller’s camera was lost at the regatta and never recovered. Since then, Connie located some of the negatives and provided us with these photos to enjoy.

Apologies to the winners for the delay in publishing their winning moments.

Enjoy!

---

**Gold Fleet Champions (L-R):** Top Row: Bob Findlay, 3rd; David Mendelblatt, 2nd; Eduardo Cordero, 1st; Conner Blouin, 6th; Bill Brangiforte, 8th. Front Row: Todd Edwards, 4th; Anne Edwards, 19th and top woman; Chip Clifton, 7th; Dirk Resler, 5th.

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**Alcort Fleet Champions (L-R):** Top Row: David Miller, Merritt Burke, Jonathan Ward, Susan Mallows, Gerhardt Menzel, Paul Dierze. Front Row: Nancy Jaywork, Connie Miller, Don Esch.

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**Junior sailors prepare to toss 2005 Junior North American Champion Krysta Rohde into the pool for her ceremonial dunking.**

(Photos: Connie Miller)
D+ E = 30  Finding Our Way Home

By Derrick R. Fries Ph.D.
(Published exclusively for the Windward Leg)

It was 1992 when I first met Eduardo Cordero. I was conducting a sailing seminar in Venezuela and he was 20 years old at the time. I remember the look on his face, the compassion and strength you could find in those brown eyes of his. He was extremely attentive and seemed to pick up every little tidbit of information.

That seminar would serve as the foundation for a lifelong friendship. In spite of our age difference (Eduardo is 32 years, I am 52 years old) and different physiques (Eduardo is 5'6" and 155 pounds and I am 6'1" and 168 pounds), we have many common similarities.

We first sailed against each other at the Sunfish Worlds in Curacao in 1992, and I truly admired Eduardo's spirit of sailing. Through my busy years in the 1990s we ran into each other a few times and stayed in touch as I worked on my doctoral degree at the University of Michigan. It was always great to see Eduardo! We next sailed against each other at the 2001 North Americans in Chicago. It was fantastic to see Eduardo and spend some time chatting – it was like old home week. Although this would be a venue where I would be victorious in a light air regatta, I would sail against Eduardo again at the 2004 Sunfish North Americans, where he would be first and I would be second.

It is always great for a teacher to see his student excel, and please know that no other person has excelled more than Eduardo! Our shared formula is Derrick plus Eduardo equals 30. This is the number of World and North American Championships between the two of us. For me in the Sunfish class, I have a meager six: four North American titles and two World championships (plus 12 other National/World titles from other classes) to Eduardo's massive 12: four North American titles and eight World Championships.

Now, in 2005, it was only fitting for a fun sailing weekend in the Upper Peninsula at my summer home in Cedarville, MI. Eduardo would fly to Detroit and we would learn more about each other. For this four day weekend, Eduardo was excited to come spend time in Michigan, where he'd never been, and sail in the beautiful waters of Lake Huron on the Upper Peninsula (UP). This visit was particularly important to me because I couldn't make the Sunfish North Americans in 2005 due to a scheduled expert witness court testimony, a sailing related case.

What happened during those four days was something that only sailing could foster! It was the greater understanding of the person who steers the boat, and in doing so, we found a full circle of lifelong teaching. I had taught Eduardo at the beginning parts of his sailing career in which he had excelled. Now it was his chance to teach me a few new techniques and lessons! What an opportunity, it was like having chocolate chip cookies and milk.

From the time I picked Eduardo up at the airport until the time I drove him back, we simply could not stop talking. Eduardo is a highly intelligent person who is somewhat of a history buff and has many unique and special skills. Spending time with him reinforced some of my initial instincts. Working to answer the question "what makes him an eight time World Champion Sunfish Sailor," I have attempted, with Eduardo's permission, to better understand his sailing thoughts. Beyond his devotion to the sport, making a plan, and committing to it, Eduardo has the following four unique skills:

- He has the gift of incredible spatial relation ability. Simple things like reading maps, looking at directions, and noting locations, come very easily to him. Eduardo only needs to look at a nautical map once to find notations of where things are and immediately point to them two days later.

- He has great tactile senses that become obvious when watching him tie knots around the boat, do things automatically, touch things lightly, and maneuver his fingers with intricacies that are exceptional. I believe this helps him develop a better feel, especially downwind.

- Although it can be easily lost in the language translation barrier, Eduardo is highly intelligent. He thinks and makes decisions very clearly, keeping him always a step ahead on the race course. He has a great statistical mind and knows how to plan ahead.

- Sailing like a chameleon, Eduardo quickly adapts to changes in conditions with cat-like precision.

I believe these four main factors have helped Eduardo excel in the sport. Little techniques like steering in waves or mainsheet tension upwind all have a foundation in the above mentioned skill set. Besides being very physically fit, having tremendous experience on the boat, and making a long term plan of commitment, Eduardo clearly has a singular vision. He has honed his dedication in long hours sailing the Sunfish, but he's also moved this skill set to a new level. He trains more intensely before big regattas, focusing for the three weeks before the Sunfish North Americans, where I tend to want to train more year round.

When I asked him what his biggest strength was, he said, "having a plan and sticking with it," adding that his ability to "perform
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**Features**

**D+E = 30** (continued from page 14)

"downwind" came in a close second. I would fully agree with both of these. When asked what his weakness was, he replied, "light air speed." Again, I agreed with this analysis.

I brought my seven-year-old son, Liam, along on our four day weekend. We kayaked a number of times. I was so impressed with Eduardo's interaction with Liam; they became chess buddies and best friends in four days. Eduardo has a big heart and greatly enjoys all types of people.

The night before we left the UP, we stopped at the local pantry to buy a few things. Eduardo bought some milk and cookies. As I put Liam to bed, Eduardo was reading the newspaper while enjoying Chips Ahoy and milk. The next morning I noticed he had devoured 27 cookies in one sitting. I knew that life was good and he was enjoying himself on our UP weekend. The sailing was great on Sunday and we managed to pull off about eight scrub races between the two of us. As usual, the results were split.

It was very hard to say good bye to Eduardo when I dropped him off at the airport. Then about 30 minutes later, I received a telephone call. It was Eduardo, ecstatic that he had just learned he had received his green card!

I think Eduardo has found his way home. He has always wanted to live in the United States. I found my way home by slowing down and spending time with people and the friendship bridges that only the Sunfish can give. I celebrated feeling at home for the whole four days, finding what is right in the world, by sailing with a lifelong friend.
Learning at the Next Level - Reflections on Eduardo Cordero's Racing Clinic

By Jim Irwin

Eduardo Cordero grew up sailing in the Venezuelan trade winds that blow in from the coast of Africa onto the northern coast of South America. He was raised on the eastern portion of Venezuela in Lecheria, in the state of Anzoategui. His parents divorced when he was young and his mother, an avid racer, became a partner in a Sailing School in Venezuela. Eduardo says he almost resented having to be the example for the other children who went to his mother’s school. Aside from his studies, he sailed and helped his mother with the students. It was here that the sailor learned his trade.

It was at the 2001 Sunfish North Americans in Highland Park, IL where Eduardo and two of his friends stayed in our home. Peggy and I ran into him again at the 2002 Worlds in Houston. It was evident that Eduardo was humble and gracious, as well as a fierce Champion; a true Sunfish skipper, always willing to share his knowledge and help any person out. We played dominos together and he was very far ahead of me on the race course.

Eduardo became “Ocho” (which means eight in Spanish) in 2004, after winning his eighth Sunfish world championship. That same year, he decided to apply for residency in the United States, and has been sailing with PJ Patin in New York. He offers Sunfish clinics to clubs that will host the modestly-priced course The U.S. Immigration Service jumped on a good thing, and almost immediately granted him his documents.

Finally he came back to Lake Michigan on September 10-11, 2005 to give a seminar at the Lake Bluff YC, just north of Chicago. It was fantastic.

Eduardo presents the course in an organized way, and follows each lesson with summaries and time for questions. He teaches his conservative style of tactical decisions, his observations of typical pitfalls of more novice mid-fleeters, his mastery of the rules, and his “playing the safe odds” method strategy.

On Saturday, he helped us get the latest innovations on our rigging like sail ties,outhaul, and Cunningham adjustments. He took us to our boats and carefully reviewed each Sunfish, tweaking as he went. After lunch, we went out on the water to practice our newfound rigging and trimming models. A windward/leeward course was set up, and in a Zodiac, Rich Chapman and Eduardo followed each skipper on his or her boat closely so he could whisper his critique for two laps. Then he took each skipper’s boat, while the skipper followed in the Zodiac just as close to watch and ask questions. Then back downwind the master explained his technique. Through the entire afternoon, Eduardo never lost his patience with the almost hopeless mix of middle-aged and youth skippers.

The next morning we began again with a talk about strategy, tactics, and rules. "Ah Ha" moments abounded, while some of the old rule mongers finally realized the futility of tangling unnecessarily. The skippers moved out to the jetty to watch while Eduardo taught us how to park and maneuver on the starting line. His technique was flawless and we were given our afternoon assignment. Eduardo was able to keep his boat on an almost stationary point in a skewed wave and five knots of South wind with a tad of current. His boat handling wizardry was observed carefully for five minutes, as he kept his boat within a one boat square by sail and rudder handling.

Ten successive on-water roll starts helped us learn to find the favored end of the line and hold our position thru better boat handling. Then on to several races while the coach megaphoned our flaws. It was incredible. We came back in and joined together for our final chalk talk. In his true Venezuelan Caballero style, he finalized his didactic form with laughter and embraces. I came away with 20 pages of good notes specific to the Sunfish, and realized how fortunate our class is to have people with the caliber of Eduardo in our class.

The high school kids who took the class came away with the most. They saw their opportunity to be like Eduardo, the formerly grumpy kid of a Sailing Mom turned into a champion.

Thanks, Ocho!

Did you Know?

In 1976 a 140 pound, 16-year-old from St Croix won the North Americans at Association Island,NY. This in itself is pretty remarkable but when you realize that he had to sail in medium to heavy conditions to do it you can understand why it can be considered a turning point in the evolution of the Sunfish.

That sailor's name was Jens Hookanson, and his creative technique for de-powering the Sunfish rig has allowed sailors of all shapes and sizes to compete in the windiest of conditions. This development became even more popular in 1989 with the release of the new, larger racing sail.
Lines

Photos by Anne Weber

Mamma said there'd be days like this...

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Successful Second Season for Midwest Regional Regatta Series

By Fritz Hanselman

The Midwest Regatta Series had 133 participants in 2005. Competitive racing, great comradery and fabulous after race parties marked our second year for the Midwest Regatta Series. Six yacht club regattas spread over Ohio, Michigan, Indiana, and Illinois hosted 133 participants from June through October.

When all the racing was completed we had twelve skippers who sailed three or more regattas. This is twice as many as we had in our first season (2004) to compete in at least half of the series scheduled regattas. Three of the twelve skippers this year were Juniors.

Five different yacht clubs placed skippers in the top twelve, although Lake Bluff Yacht Club took the top five spots. No single skipper won or took second in more than one of the six series regattas. Very competitive! What also continues to bring sailors out is the outstanding meals and parties by each host yacht club. What a great way to spend a weekend.

This year’s qualifying Series regattas were held at these yacht clubs:

- Ohio: Waukansie YC, Lake Geneva, WI
- Michigan: Devils Lake YC, Manitou Beach, MI
- Indiana: Lake Bluff YC, Highland Park, IL
- Illinois: Lake Bluff YC, Highland Park, IL
- Lake Bluff YC, Highland Park, IL
- Lake Bandit YC, Madison, WI

Norton Takes Top Spot at Midwest Regional #2 in Devil’s Lake

Light winds and sunny skies were the order of the weekend. The Devils Lake YC bent over backwards to help us have a successful regatta and had a large buffet dinner and band Saturday night.

- Tom Katterheinrich

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Midwest Regional #2 (L-R): Back row: Tom Barnes, 6th; Pierce McCall, 7th and top junior; Shapoor Guzder, 8th; and Ben Jassin, 10th. Front row: Dan Norton, 1st; Rich Chapman, 2nd; Fritz Hanselman, 3rd; Scott Schappe, 4th; Matt Heywood, 5th. (Photo: Anne Weber)

19 Ryan Mabie J 19-15-20-21 75
20 Gail Turluck 23-23-12-19 77
21 Donald Fritz 20-23-23-8 89

1 Raleigh Poxson (Brooklyn, MI) and Hannah Mabie (Ann Arbor, MI) sailed doubles in the 13 year old and younger division.
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Regional News

Molleran “Takes Home the Hardware” at Ohio’s OktoberFast Regatta

It was 53 degrees and the sky was completely overcast with the prospect of rain. Sound like a good day for sailing? On an October day that felt more like November or December, twelve boats showed up for the annual season-ending Sunfish regatta: OktoberFast.

Seven days after sunny 81 degree racing on Acton Lake, Bill Molleran put his Hobie away and then put the Sunfish fleet away with a convincing win. In five races Bill finished no worse than fourth, winning one race and coming in second in two others.

The distribution of the number one spot in each race was democratic. All five races were won by different skippers. Mike Stratton caught Bill Molleran, who took off to a healthy lead on the second windward leg in race one and held on for the first blue ribbon.

In race two, it was Bill reasserting himself into the number one spot. In race three, Jerry Callahan nipped Peter Buckley at the line for his first. In race four it was Neil Harrell, winning by a comfortable 100 yards, the day’s only “pulling away” victory. In race five, Tom Katterheinrich got his one and only first.

The wind was playful, sometimes coming from the north, sometimes from the east, but always there at a wildly fluctuating 5-10. It was easy to get caught in a capricious shift and find yourself in last place (as I did in one race). The race committee, with the capable George Fecher at the helm and Bobbie Bode on the flags, ran some Modified Olympic one lappers but also threw in some races with two windward/leeward laps rather than one. It involved some course modification as the wind shifted east, and then back north, but each race went well at about thirty minutes each.

After racing, Joann Callahan mastered the “kitchen” and mustered up a hardy post regatta luncheon that preceded the presentation of “trophies.”

Keeping with Oktoberfast’s tradition of nontraditional trophies, co-chairs Pete Peters and Mike Stratton delivered on the promise. Fifth place trophy, a cheap tubular weather station attached to a lovely wooden base with a plaque, went to Peter Buckley. (The directions on the set said “to find wind direction, go into an open field and wet your finger. Hold it up in the air and you will know where the wind is.”)

Fourth place, an instructional award consisting of a high heel shoe and a “Ken” doll dressed up in drag (to show “heel and drag”) went to Tom Katterheinrich, who left the regatta, we hear, clutching his trophy tightly. Both shoe and Ken were affixed to the lovely wooden base and accompanied by a ribbon that said “Wow!” and a gold nameplate. “Turd place”, er, third place was our usual outhouse theme. A wooden shanty and a skull were attached to the trophy base to illustrate “no sculling around the mark” Inside the shanty was a guy named, uh, Mark. This award went to Neil Harrell. Mike Stratton took second received his award, a plaque on which was attached a set of wooden waves with a miniature rolling pin on top. Glued to the rolling pin were a series of tacks (yes, pointy little nails) to illustrate roll tacking.

The top prize went to Bill Molleran, a plastic screw drawer attached to the wooden base with a metal Sunfish sail on mast and spars as if the whole thing were a boat. The drawer was supplied with stainless steel screws and washers, so it did actually have some value, a clear violation of our trophy intentions. Bill, then, was literally taking home all the hardware.

Despite the cheesy and chintzy nature of the awards, it was a fitting end to a summer of lackluster winds but good competition. Lake Wawasee, Indiana’s Steve Gardt took home a handsome sailing pitcher with four tumbler for being the one who traveled the farthest. Also receiving a sailing pitcher with four tumbler was newcomer Abbe Vining who participated in her first races.

-Mike Stratton

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Oktoberfast Regatta (L-R): Front row: Brian Callahan, 6th; Tom Katterheinrich, 4th; Neil Harrell, 3rd; Mike Stratton, 2nd; Bill Molleran, 1st. Back row: Steve Gardt, 11th; Roger Henthorn, 10th; Jerry Callahan, 9th; Bobbie Bode (RC), George Fecher (RC), Pete Peters, 8th; Gwen Marshall, 7th; Peter Buckley, 5th; Abbe Vining, 12th.

Oktoberfast Regatta
October 9, 2005
Acton Lake, Oxford, OH

<table>
<thead>
<tr>
<th>Place</th>
<th>Name</th>
<th>Score</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>Bill Molleran</td>
<td>2-1-2-4-3</td>
</tr>
<tr>
<td>2</td>
<td>Mike Stratton</td>
<td>1-5-4-6-2</td>
</tr>
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<td>3</td>
<td>Neil Harrell</td>
<td>3-6-1-5-5</td>
</tr>
<tr>
<td>4</td>
<td>T Katterheinrich</td>
<td>7-2-11-8-1</td>
</tr>
<tr>
<td>5</td>
<td>Peter Buckley</td>
<td>5-8-9-2-8</td>
</tr>
<tr>
<td>6</td>
<td>Brian Stratton</td>
<td>9-9-5-3-6</td>
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<td>7</td>
<td>Gwen Marshall</td>
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<td>Pete Peters</td>
<td>4-7-6-9-9</td>
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<td>9</td>
<td>Jerry Callahan</td>
<td>10-4-10-1-1</td>
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<td>10</td>
<td>Roger Henthorn</td>
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<td>Steve Gardt</td>
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<tr>
<td>12</td>
<td>Abbe Vining</td>
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Windward Leg - Issue 1, 2006
The 2005 No Sweat was a “sweaty” affair as crystal blue clear skies and lots of warm air greeted this year’s participants. Of course this also meant that the wind conditions were “challenging” (I’m being kind here).

On the first day, it appeared as though there was going to be plenty of wind in race one. By the time everyone headed upwind for the finish, glassy-like conditions prevailed so a lot of concentration and patience were needed. The reward for this was a nice lunch provided by the PYC kitchen.

The first race after the break proved to be tricky. The top four Sunfish racers (Norton, McHenry, Reed, and Katterheinrich) found a little wind that no one else did and ended up lapping almost everyone, including quite a few Lasers, on a shortened course.

The second and last race of the day brought more of the same wind but with a couple of twists. It was the first race for Tyler Cathey, who finally came to his senses and left the Michigan-Notre Dame football game at halftime to join in on the fun. He showed up just in time for the monster pinwheel and the first downwind mark that had everyone from both fleets approaching at once. Can you say, “I need room?” (Although some people sure didn’t have the right to it!). This race seemed to take it out of most of the competitors as the race committee took a very unscientific poll and found everyone wanting to call it a day.

Sunday greeted the competitors to very glassy conditions as the committee postponed the start for about 45 minutes. The conditions didn’t seem to bother the top sailors in either fleet. They seemed to handle the extreme shifts (one minute the left being favored and the next the right) with few problems.

For some of us (the author included), the best laid plans seemed to go out the door at every turn. Steve Craft learned this in the last race as he started on port and appeared to have had the entire fleet only discover a few minutes later that he was very much on the wrong side of the course. At least this afforded him the opportunity to retire early and win the second most important race of the day: Getting in and eating lunch (no award presented, just a full stomach). Congratulations to Dan Norton in the Sunfish from Devils Lake YC. Also a well deserved recognition goes out to PRO Bill O’Donnel and his trusty assistant, Brian Hawkins, for not only an outstanding job of briefing the competitors Saturday morning, but also for handling some trying conditions and making the courses fair to for all the sailors.

- Michael Elvin

No Sweat Regatta (L-R): Dan Norton, 1st; Ron McHenry, 2nd; Bob Reed, 3rd. (Photo: Tom Katterheinrich)

### No Sweat Regatta

September 10-11, 2005
Portage YC - Pinkney, MI

<table>
<thead>
<tr>
<th>Name</th>
<th>Scores</th>
<th>Points</th>
</tr>
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<tr>
<td>1 Dan Norton</td>
<td>1-1-1-(2)-2-1</td>
<td>5.75</td>
</tr>
<tr>
<td>2 Ron McHenry</td>
<td>2-2-(3)-3-1-3-2</td>
<td>12.75</td>
</tr>
<tr>
<td>3 Bob Reed</td>
<td>5-3-(7)-1-7-2-3</td>
<td>20.75</td>
</tr>
<tr>
<td>4 T Katterheinrich</td>
<td>3-4-6-(7)-3-6-4</td>
<td>26</td>
</tr>
<tr>
<td>5 Gail Turluck</td>
<td>(7)-6-2-5-4-4-7</td>
<td>28</td>
</tr>
<tr>
<td>6 Steve Kraft</td>
<td>4-7-4-8-6-5-(12)</td>
<td>34</td>
</tr>
<tr>
<td>7 Michael Ehnis</td>
<td>6-5-5-9-5-9-13</td>
<td>39</td>
</tr>
<tr>
<td>8 Tyler Cathey</td>
<td>(13)-13-8-4-8-10-5</td>
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</tr>
<tr>
<td>9 Jack White</td>
<td>(12)-9-10-6-12-7-8</td>
<td>52</td>
</tr>
<tr>
<td>10 Carole Moody</td>
<td>8-10-9-10-9-(11)-6</td>
<td>52</td>
</tr>
<tr>
<td>11 Ryan Mabie</td>
<td>(12)-8-12-12-10-8-10</td>
<td>60</td>
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<tr>
<td>12 C Erdmann</td>
<td>(12)-11-11-11-12-9</td>
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</tbody>
</table>

North Shore YC Highland Park, IL

1 Fritz Hanselman 2-1-1-1-4-(6)-4 13
2 Charlie Rush Jr  3-2-2-3-1-(7)-2 13
3 Leland Brode  4-3-2-3-(5)-3-3 18
4 Shapoor Guzder 1-5-(DF)-2-1-1 21
5 Charlie Rush  5-4-4-6-6-(7) 28
6 Pierce McCally 6-6-8-(DC)-3-4-6 33
7 Ben Jassin  7-9-7-(DC)-8-2-5 38
8 Allan Brener 8-7-6-(DC)-8-2-5 46
9 Sam Sogin 11-8-5-(DC)-9-8-8 49
10 Catherine Kerr 9-10-(DC)-DC-DC-DC-DC 54
11 L Hammond 10-DC-DC-DC-DC-DC-DC 54

### Highland Park Mayor’s Cup

August 13-14, 2005

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Mailing Labels for distribution of regional newsletters or regatta notices, etc. may be ordered for $15.00 plus $.06 per name. Allow two weeks for delivery.

New Sail Numbers may be ordered by sending a check for $12.00 (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.

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Sunfish Class Office - PO Box 300128 - Waterford, MI 48330-0128.
Regional News

Autumnal Drift is No Problem for Chapman at Johnson Slough

On October 22, twenty eight sailors from around Illinois and Michigan showed up in Hinsdale, IL for the annual Great Pumpkin Regatta on the Johnson Slough. As the sailors rigged, the lack of wind and overcast skies provided an inauspicious beginning to the day.

The first race started in near-drifting conditions as the wind filled and faded around the Slough, the fleet order was shuffled. At times, some of us couldn’t figure out why we weren’t accelerating with a puff until we realized that we had (very gently) run aground in the silt bottom. Throughout the day the wind varied from 0 to about 6 knots with the frequent shifts characteristic of the Slough. The continual and rapid changes in the wind speed and direction kept everyone on their toes and big gains could be made by being the first to realize that a given leg of the course had changed from a beat to a broad reach (or vice versa).

Despite the light air, we got in six races (one throwout). Rich Chapman (Lake Bluff Yacht Club) was unbeatable, winning all six races handily. Scott Schappe (also of LBYC) was consistent enough for second and Pierce McCaill, one of nine juniors from the North Shore Yacht Club, finished third. Thirteen-year-old Mariana Irwin sailed her first Sunfish regatta and took home the Great Pumpkin award, which was signed by all of the sailors. As always, the Johnson Slough YC served up a tasty lunch for all. It was a great way to end the local Sunfish season.

-Scott Schappe

Fries Victorious at Lake Lansing Regatta

Derrick Fries won the Lake Lansing Sunfish Regatta for the third year in a row - scoring first place finishes in all five races. Also for the third year in a row, Dan Norton took second place honors. Dan sailed off with four second place finishes and a third.

Nathan Zeigler took third place honors and Tom Katterheinrich was fourth to round out the hardward recipients. The highest placing Lansing Sailing Club sailor was Dave Vietti. A total of seventeen boats participated including nine sailors from the Lansing Sailing Club.

- Tom Katterheinrich
Nelson Makes 2006 Debut in Victory at Lake Arlington

Aug 14th was a cloudy day with howling 5 mph winds. Due to the wind one and two lap windward/leewards were run. Bill, John and Sandi proved they were the best at finding those 3 mph gusts, while the rest of us frustrated drifters stayed in a clump. Swallowing my pride, in the first and third races I finished last, behind my two younger siblings.

This regatta was special, because my best sailing buddy and dear friend could not compete all summer. He sure came back on top for the first time sailing all season. Welcome back, Bill Nelson.

- Frank Youngman and Sandi Youngman

Lake Arlington Regatta
Arlington Hts, IL
August 14, 2005

<table>
<thead>
<tr>
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<th>Name</th>
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<th>Total</th>
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<tr>
<td>1</td>
<td>Bill Nelson</td>
<td>1-2-1-1</td>
<td>5</td>
</tr>
<tr>
<td>2</td>
<td>John Spray</td>
<td>1-3-1-2</td>
<td>7</td>
</tr>
<tr>
<td>3</td>
<td>Sandi Youngman</td>
<td>2-3-2-3</td>
<td>10</td>
</tr>
<tr>
<td>4</td>
<td>Frank Youngman</td>
<td>7-4-4-5</td>
<td>20</td>
</tr>
<tr>
<td>5</td>
<td>Lisa Youngman</td>
<td>7-4-4-5</td>
<td>21</td>
</tr>
<tr>
<td>6</td>
<td>Eva Vig</td>
<td>6-6-6-4</td>
<td>22</td>
</tr>
<tr>
<td>7</td>
<td>Ben Jassin</td>
<td>9-5-7-8</td>
<td>23</td>
</tr>
<tr>
<td>8</td>
<td>Josh Youngman</td>
<td>4-5-7-8</td>
<td>24</td>
</tr>
</tbody>
</table>

Lake Arlington Regatta (L-R): Back Row: Ben Jassin, 7th; Josh Youngman, 8th; Bill Nelson, 1st; John Spray, 2nd; Frank Youngman, 4th; Lisa Youngman, 5th; Sandi Youngman, 3rd; Eva Vig, 6th.
Regional News

Fries Continues his Winning Ways at 5th Annual Douglas Lake Regatta

Sunfish Fleet 700 sponsored the 5th Annual Douglas Lake Sunfish Regatta on July 23, 2005. The regatta was dedicated to Jack Schulte, whose unexpected death in June has saddened all who knew him. Jack was an active member of fleet 700. The entire lake community will miss his infectious humor and generosity.

Seventeen boats competed in four races on our beautiful northern Michigan lake. It was a bright, partly cloudy day, with very light to light shifty winds. A great shrimp-boil after racing was enjoyed by all participants!

- Linda Orlow

Douglas Lake Regatta
Douglas Lake, MI
July 23, 2005

1 Derrick Fries 8
2 Dan Norton 10
3 Tom Kelly 11
4 Linda Norton 15
5 Jay Butler 20
6 Dave Travis 26
7 Tom Katterheinrich 29
8 Matt Sayre 33
9 Dan Oldham 40
10 Drew Fries 44
11 Mike Kelly 46
12 Linda Orlow 49
13 Stan Smith 49
14 Otto Bussard 51
15 Norman Berge 56
16 Fred Strickland 57
17 Nat Wilkinson 68

Guess Who Wins First Annual Lake Charlevoix Regatta?

Sunday, August 21 saw the Inaugural Sunfish Regatta sailed on Lake Charlevoix, MI. It was memorable not just for the good clean racing but also for the extra excitement added by winds up to 20 knots and a waterspout thrown in for good measure.

As temperatures dropped from 73 into the upper 60s, the rain and spray and wind made everyone cold. The schedule was shortened from four races to three to prevent hypothermia and no throw-outs were allowed.

Visiting dignitary Derrick Fries lead us around the course and ended with three first place finishes to take overall honors. Tom Barnes was equally consistent with three second place finishes for runner-up position. Tom Kelly finished 3rd with no race worse than fifth place. Trevor Davis and Bill Babel rounded out the top five. Don Bowerman claimed the “old fart” award by being the best finisher at 60 years and over, in 6th place and Andrew Balter took 8th place and the “Top Punk” award for best finish for a Junior (under 18).

- Tom Barnes

Lake Charlevoix Regatta
Lake Charlevoix, MI
August 21, 2005

1 Derrick Fries 1-1-1 3
2 Tom Barnes 2-2-2 6
3 Tom Kelly 4-4-5 13
4 Trevor Davis 6-3-8 17
5 Bill Babel 5-6-6 17
6 Don Bowerman 7-7-4 18
7 Steve Kraft 3-17-3 23
8 Andrew Balter 5-9-10 24
9 Suzanne Balter 8-8-11 27
10 Bill Thom 10-10-9 29
11 Marty Jensen 17-5-7 29
12 Ian Thom 12-11-12 35
13 Drew Fries 9-17-17 43
14 Gina Lepma 11-17-17 45
15 Norman Berge 17-17-17 51
16 Josh Barnes 17-17-17 51
17 Brown/Lyons 17-17-17 51

“RI-CO-LA,” yodels Tom Katterheinrich at a Midwest regatta while Gail Turluck looks on.
Pettitt Prevails at Lake Wawasee

Wawasee Regatta
Wawasee YC - Syracuse, IN
August 20-21, 2005

1 Stuart Pettitt 3-2-3-4-3-4 19
2 Dick Tillman 2-17-1-1-1-1 23
3 Fritz Hanselman 6-4-8-2-4-2 26
4 Patrick Reiss 5-9-4-9-10-5 42
5 T Katterheinrich 11-8-6-5-6-6 42
6 Bob Herdrich 1-3-2-3-7-31 47
7 Shapoor Guzder 16-1-11-13-2-8 51
8 Neil Harrell 1514-7-8-5-13 62
9 Bob Fanning 17-11-10-6-19-7 70
10 Linda Tillman 4-5-13-DF-9-9 73
11 Bill Molleran 21-6-14-10-8-15 74
12 Michael Stratton 13-13-9-14-16-10 75
13 Dave Welter 25-7-12-11-11-14 80
14 Gail Turluck 20-16-5-7-14-20 82
15 Linda Leader 8-12-18-19-13-16 86
16 G Buckingham 9-21-24-16-15-12 97
17 Steve Gardt 18-19-23-15-12-11 98
18 Steve Carr 14-15-19-12-17-31 108
19 Laura Turluck 12-26-16-20-21-22 117
20 Sally Gindling 10-22-15-18-31-31 127
21 Susan Sharp 27-24-17-21-22-18 129
22 Courtney Leader 19-18-22-27-20-24 130
23 Jeniece Pettitt 22-10-25-25-18-31 131
24 Glenn Gorman 24-27-20-17-24-31 143
25 Britanny Leader 23-23-28-26-23-23 146
26 Mert Wolfe 28-29-26-22-26-17 148
27 Cindy Woldflew 29-28-27-23-25-21 153
28 Buzz Levinson 7-20-DS-DS-31-31 155
29 Jan Hackleman 30-30-21-24-27-31 163
30 Rovert Queisser 26-25-30-DS-28-31 173
31 George Irmscher 31-33-DS-DS-29-19 177
32 Mark Beesley 32-31-29-DS-31-31 187

Wawasee Regatta
(L-R): Back Row: Patrick Reiss, 4th; Tom Katterheinrich, 5th; Shapoor Guzder, 7th; Neil Harrell, 8th; Bob Fanning, 9th; Linda Tillman, 10th. Front Row: Stuart Pettit, 1st; Dick Tillman, 2nd; Fritz Hanselman, 3rd; Front Row: Courtney Leader. (Photo: Ken Gindling)
Regional News

Weider Dominates at Upstate New York Regional

The 2005 Upstate NY Regional held at the Rochester Canoe Club on Irondequoit Bay was a great success. Twenty two sailors participated in nine races over two days. Saturday's races were held in a moderate, shifty breeze. Following the races, a catered dinner from the Dinosaur Barbeque was enjoyed by all. Sunday morning, the wind was light and two races were run.

Mark Weider of the Rochester CC dominated the regatta, winning five of the nine races, often finishing more than 100 yards ahead of the rest of the fleet.

- Roy Wiener

Upstate New York Regional
September 17-18, 2005
Rochester CC Rochester, NY

1 Mark Weider  3-2-1-2-(6)-1-1-1  12
2 Chris Williams 1-1-4-4(7)-3-7-6-4  30
3 Mike Fortner (11)-8-2-6-3-2-4-4-2  31
4 Tim Polaski (12)-6-3-9-6-5-9-2-5  45
5 Jon Williams 4-7-7-1(9)-9-6-8-8  50
6 Brian McGinnis 2-(14)-10-3-4-7-8-10-7  51
7 Joe Kaukeinen 6-3-13-8-2-12-(17)-11  56
8 David Davies 7-9-9-(11)-11-10-2-5-3  56
9 William Schmidt 10-10-(11)-7-8-8-5-3-6  57
10 John Meyer 14-4-5-10-5-4-3-(22)  66
11 Per Stampe 5-11-6-(12)-12-11-10-12-10  77
12 Ralph Simpson 8-13-8-5-10-13-(16)-14  84
13 Rick Howitt 9-5-12-13-(21)-12-11-11-19  92
14 Frank Colgan 15-15-14-14-(18)-17-13-16  103
17 Rich Connelly 13-18-17-16-17-14-(20)-18  130
18 Roy Wiener 18-(21)-16-19-19-16-9-15  131
20 Ed Gardiner 16-17-18-17-14-(DF)-14-20  136
21 Nathaniel Bette 21-20-(22)-21-20-18-19-22  162
22 John McKeown 22-22-21-22-(DF)-21-21-17  168

Upstate New York Regional (L-R): Steven Powers, 1st Junio; Mark Weider, 1st and 1st Master; Chris Williams, 2nd; Mike Fortner, 3rd; Tim Polaski, 4th; Jon Williams, 5th. (Photos John Powers)

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Cordero Hits the Bullets at New York Downstate Regionals

Just a quick recap of the NY Downstate Regional, held in the Great South Bay, Long Island, NY and hosted by Wet Pants SA.

The weather reports hinted at NE-East Winds to gust up to 30mph, but the actual weather was a manageable 12-20 mph in shifty and choppy conditions. Starting at 11am on Saturday, September 24th, 40 boats lined up and started a long day of racing. Brian McGinnis, Wet Pants SA member and fresh off his victory at the Mid Atlantic Regional in Virginia, led all 40 sailors around the first part of the course. He eventually was ground down by 1992 World Champion Paul-Jon Patin. Later on in the race they both were caught by the current North American Champion and eight-time World Champion, Eduardo Cordero, who now makes his home at Wet Pants Sailing Association.

Racing continued to be tight as the winds steadily increased and shifted to the east. Steven Smeluders, the 1991 Sunfish World Champion, who flew in from Rochester and used a borrowed boat, had two thirds on the first day. Derek Jackson of SANJL/Mountain Lakes SA, Erich Hesse (two-time NY Maritime MVP and Wet Pants SA member), Todd Pare of Metedecconk YC, Peter Stratton of Mountain Lakes YC, and Mark May of Shatten YC were all bunched up at the top.

Racing continued all afternoon, being heavily contested all through the competitive fleet. Even the juniors and lighter people braved the white caps and steep two-foot chop. Bill McGinnis of Coles River Massachusetts, sailing well, ended up breaking a mast. He never quit, but got towed in and borrowed another from a club member. Bill's best finish was a five. After racing, all the sailors enjoyed a gourmet meal of London broil, boiled rosemary potatoes and bottled beer, wine and soft drinks. After five long and grueling races it was time to call it a day.

Sunday, three races were run in light 9-15 mph winds with plenty of chop. "World's Longest Sunfish Race" Champion Bart Hale took advantage of the lighter conditions and scored a seven and a fourth. This made him the most improved sailor over the weekend. David Davies, 1964 North American Champion, and converted big boat sailor David Neilsen of Bolton Lake SC (CT) also finished the weekend strong, moving up a few places. Junior Joe Strumolo of SANJL, in his haste to get to the regatta, forgot most of his sailing gear. However, Joe sailed well and was edged out by fellow Junior, Bobby Boger of Southold YC. Katie Koehler, representing the South Bay SC and Dinghy Shop, overcame a leg infection and won the Women's Division.

With the excellent depth of the fleet, still no one could match the overall performance of Eduardo Cordero. He crossed the finish line first in each of the eight races. However, he had to retire after the fifth race where he did not round an offset mark. Congratulations, Eduardo! And good luck to you and Paul-Jon in the Champion of Champions Regatta this week!

Overall, Jim Ryan, Race Committee Chair, and his crew of volunteers did an excellent job of running off eight races and feeding the whole fleet of tired and hungry sailors.

- Lee Montes

New York Downstate Regional winners.

New York Downstate Regionals

Wet Pants SA - Sayville, NY

September 24-25, 2005

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<th>Name</th>
<th>Score</th>
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<td>Eduardo Cordero</td>
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</tr>
<tr>
<td>Paul-Jon Patin</td>
<td>2-3-2-2-1-3-2 (DC)</td>
</tr>
<tr>
<td>Derek Jackson</td>
<td>4-2-4-7-6-2-3-3</td>
</tr>
<tr>
<td>Stephen Smeluders</td>
<td>(10)-8-3-3-2-7-5-2</td>
</tr>
<tr>
<td>Brian McGinnis</td>
<td>3-5-6-6-3-4-4 (10)</td>
</tr>
<tr>
<td>not a USSCA member</td>
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<tr>
<td>Lee Montes</td>
<td>9-6-16-12-11-10-12-11</td>
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<tr>
<td>Bart Hale</td>
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<td>David Nielsen</td>
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</tr>
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<td>Peter Fraker</td>
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<td>Peter Stratton</td>
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<td>Joel Furman</td>
<td>17-25-11-14-8 (DC)-DC-DC</td>
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<td>Christopher Hulse</td>
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<td>Ron Kutkiewicz</td>
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<td>24-21- (DC)-DC-DC-17-17-17</td>
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<td>Scott Stuart</td>
<td>(34)-33-28-28-26-28-27-27</td>
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<td>Beverly Regnier</td>
<td>23-17-19-21 (DC)-DC-DC-DC</td>
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<td>Douglas Schantz</td>
<td>32-28-29-30 (DC)-27-29-29</td>
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<td>Chris Harris</td>
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<td>38-36-30 (DF)-DC-33-30-30</td>
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<td>Claire Smith</td>
<td>33-31-31 (DF)-DC-31-31-DC</td>
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<tr>
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</table>
Regional News

Williams, Evans, McGinnis are the Mid-Atlantic Regional Champs!

Mid-Atlantic Regional #1
Metedeconk River YC - Brick, NJ
June 11-12, 2005

1 Chris Williams 2-(12)-1-3-5-3-5-3 19
2 Jody Lutz 1-3-4-5-3-4-(OS) 20
3 Jim Greenfield 4-(8)-7-1-1-5-3 21
4 John Meyer 8-2-2-4-(1)-6-1 23
5 Bill Betts III 6-(10)-5-7-2-1-2 23
6 Megan Keeting 3-1-(DC)-8-4-11-6 33
7 Steve Evans 5-9-11-2-13-8-4 39
8 Jeff Pfister 9-(11)-3-9-8-2-9 40
9 Todd Pearce (10)-7-6-10-6-9-11 48
10 Mitch Hnatt 7-4-8-13-10-7-(17) 49
11 Andy Lookup 2-6-9-6-12-(16)-7 52
12 Joseph Strumolo 14-(15)-12-11-9-14-8 68
13 Dan Glasshauser 13-13-(15)-15-7-12-10 70
14 William McLaughlin (21)-5-10-14-18-13-12 72
15 Ed King 16-(17)-14-12-15-15-13 85
16 John Schwind 18-14-13-(DF)-19-10-15 89
17 Susan Mallows 15-16-(18)-16-16-17-14 94
18 Jim Carson 11-18-16-18-14-(19)-18 95
19 Joseph Farfalla 20-(DF)-17-17-17-18-16 105
20 Anthony Rosselli 17-20-(DF)-(DC)-DC-DC-DC 125
21 Tony Roselli 19-19-(DF)-(DC)-DC-DC-DC 126

Mid-Atlantic Regional #2
Lewes YC - Lewes, DE
October 1-2, 2005

1 Steve Evans 1-1-1-2-2-1-(7)-1 9
2 Brian McGinnis 2-2-3-7-(10)-2-2-4 22
3 Nancy Jaywork 1-(OS)-5-1-6-3-1-8 27
4 not a USSCA member
5 Jim Koehler 7-4-5-4-3-1-8-(DS)-DS 40
6 Steve Mehl 5-6-(11)-6-7-11-3-3 41
7 David Miller 6-4-6-5-(13)-9-4-7 41
8 Jenny Hopkins (10)-7-10-8-3-7-5-2 42
9 Connie Miller (OS)-10-2-4-4-5-9-12 46
10 Merrit Burke 7-9-9-(11)-8-6-8-9 56
11 Bill McLaughlin (OS)-OS-8-10-9-DF-11-6 74
12 Betsy Smith 11-11-12-(14)-11-10-12-11 78
13 Dick Elliot 8-8-14-12-14-13-10-OS 79
14 Rob Davis 12-12-(13)-13-12-12-13-10 84

Mid-Atlantic Regional #3
September 10-11, 2005
Premier SC - VA

1 Bryan McGinnis 3-3-1-1-2-1-1-1-(4)-3 16
2 Steve Evans 1-1-2-(4)-1-2-2-2-4 17
3 David Davies 4-2-5-3-3-(7)-3-4-3-1 28
4 Connie Miller (8)-4-6-2-5-4-4-5-5 40
5 John Meyer 6-6-4-6-4-5-(7)-7-1-2 41
6 Arabella Denvir 2-5-3-5-7-3-(8)-3-8-7 43
7 Jack bibb 7-8-7-7-6-8-5-6-7-(9) 62
8 not a USSCA member
9 Betsy Schmidt 10-10-9-9-8-6-10-(DF) 79
10 Edward Allen 9-9-(10)-10-10-9-9-9-10 85
11 Thomas Hughes (DF)-DF-DF-DF-DF-DF-11-DF-DF 133

Langford is Tops in Governor’s Cup

The 2005 Connecticut Governor's Trophy Sunfish regatta was held June 18 on Bantam Lake in Connecticut.

Nine sailors participated in five races with Steve Langford again taking top honors, followed by Korey Charles in 2nd, and dad Ken Charles finishing 3rd.

The wind was out of the NW at 5-10, under partly cloudy skies with temperatures in the mid to high 70s, made for a pleasant day on the water.

-Paul Borse

Connecticut Governor’s Cup
Bantam Lake, CT
June 18, 2005

1 Steve Langford 1-2-1-1-3 8
2 Korey Charles 4-4-2-4-5 19
3 Ken Charles DF-1-5-2-2 20
4 Gordon Geick DF-3-3-3-1 20
5 Gerhart Menzel 2-5-4-5-6 22
6 John Siddons 5-7-7-8-7 34
7 Paul Borse DF-9-6-6-4 35
8 Carmine Gugliotti 3-8-DF-7-8 36
9 Kurt Charles 6-6-8-9-9 38

The wind was out of the NW at 5-10, under partly cloudy skies with temperatures in the mid to high 70s, made for a pleasant day on the water.

-Paul Borse

Jack Rutz Memorial Regatta
Willow Bank YC - Calenovia, NY
July 16, 2005

1 Mark Weider 1-2-2-1-1 7
2 Jon Williams 4-1-1-2-2 10
3 Alan Glos 3-3-3-3-4 16
4 Jack Howell 2-7-4-4-7 24
5 Scott Kramer 6-4-5-7-3 25
6 Dorte Hammon 5-5-7-6-6 29
7 Jean Doering 9-6-6-5-5 31
8 Bob Hagee 8-8-8-8-11 43
9 Dennis Harrod 7-9-9-9-10 44
10 Cindy Schicho 10-10-10-10-9 49
11 BettyAnn Kram 11-11-11-1-8 52
12 Anne King 12-12-14-14-14 66
13 Lou Dimento 14-13-14-14-14 69

Windward Leg - Issue 1, 2006
Blouin Wins Florida Regional #1 in Trying Weather

By Mindy S. Strauley

Despite the havoc that Hurricane Charley brought to Punta Gorda in 2004, we welcomed the opportunity to bring the Sunfish Class back to the area. I personally could not wait to get back to the area to see friends I hadn’t seen in over a year and to enjoy the hospitality that is always bestowed upon us from the locals.

We knew it wasn’t going to be the typical “roll out of your bed and into your boats” convenience we had been spoiled by, given that Charley turned the Harbor Inn into the vacant lot it now is. But, we were ready to experience a different type of race venue in Punta Gorda, despite having to wake up before getting out to the course.

In anticipation of a great weekend, I cut out of work early and was on the road by noon on Friday. Our traveling tunes blaring on the radio for the first three hours and a switch to our race ready “Guns n’ Roses” CD for last half hour.

Friday evening we enjoyed a get together at the Rowland (Rose and John) household where we were able to meet the race crew and offer some bribes (but none were taken).

Saturday, twenty-six sailors arrived at the new sailing site of the Punta Gorda Sailing Club. It was a sunny day with winds ranging from 5-8 out of the North. Four races were sailed with Joe Blouin leading at the end of Saturday, followed by Paul Strauley.

Sunday also greeted us with hot sunshine and light winds (5-8mph) out of the North. Toward the end of the 3rd race you could tell everyone was getting overheated and tired. One more mark rounding to the finish and the “loudest” highlight (for me) of the regatta presented itself.

I am working on a 5th place, maybe 6th if Charlie Clifton could get past me. Coming to the last leeward mark everyone is outside of me, commotion behind me as Danny Escobar (on port) must have misplaced his port-starboard stickers, as he takes half the fleet (on starboard) for a ride. I approach the mark, ignoring the screaming behind me, knowing I have room but not enough to do a wide jibe without taking off Paul’s head, who was just outside me. So, I round slowly, close to the mark but next thing I know Paul is yelling at me, “you need to go up, go up. Can’t you round a mark? Blah, blah blah (you fill in the words).” But obviously I couldn’t go anywhere, because as Paul did his jibe, his big fat butt landed on my tiller instead of his own boat. I responded, “get your big, fat self off my boat so I can move.”

Suffice it to say, we split tacks, annoyed at everyone is outside of me, commotion building up. But obvious ly I couldn’t go anywhere, because as Paul did his jibe, his big fat butt landed on my tiller instead of his own boat. I responded, “get your big, fat self off my boat so I can move.”

For me, my trip home was way different than my anticipatory trip to Punta Gorda. It was a long 3 1/2 hour ride home with Paul as the only thing breaking the silence was the Tampa Bay Buccaneers pouncing the Buffalo Bills. We pulled into our driveway as I turned to Paul with my first words being, “What were you thinking?” His response, “I wasn’t.”
Winds and Summer's Heat Can't Stop Blouin at Labor Day Regatta

By Mindy S. Strauley

Labor Day, a tradition to head to Sarasota Sailing Squadron where sailors feel at home. The bar is always open, the grill is hot, the parking lot is filled, kids running wild, the Squadron mascots (little kitty cats) christen your boat overnight, and the people are always smiling. Something we always look forward to.

Twenty-two sunfish sailors rounded out the fleet with several racing sunfish for the first time. Saturday proved to be a nice day with winds out of the Northeast at 5-8mph. After the first three races it was apparent the females were out sailing the males, with Charlotte Sims, Mindy Strauley, and Jackie Sims each winning one of the first three races. Of course, I couldn’t help but to broadcast this. I sailed over to Paul Strauley and said, "You know all races are being won by the women, what is wrong with you guys?" Not sure what Paul mumbled as I sailed away but I am thinking it went something like ... hmmm we will have to take care of that.

Last (4th) race of the day and we are off. Only Sharon Del Bianco had the best opportunity to make it a clean sweep for the women today. But, there went Paul, sailing by Sharon, tipping his hat like the gentleman he is, only to say "not today, ladies" as he went on to win the race.

Sunday, the winds were a little stronger out of the Northeast at 13-18mph. Suffice it to say, the men dominated on Sunday with Joe Blouin winning all four races and Paul, Freddie Sambolin, and John Kremski each close behind Joe for the second.

As it goes with each summer day regatta, the sailing is fun but the packing up of boats in the hot humid sun is unbearable. Why can’t they make a remote control where we can just touch a button and the boats are up and tied and off we go? But that not being a reality, the fun (so I thought) ends and the hard work begins.

What happened next is one of the highlights of the regatta which certainly provided that added momentum to proceed with the "packing up." Paul sent me to get the truck to bring it closer to where our trailer was. I really didn’t want to—I just wanted to sit in the shade and cool down. But, there I went. As I pulled the truck around the corner, there it was—one of the Squadron mascots (little kitty cat). Let me preface this by saying I am extremely scared of cats (and dogs). The fear probably came from the teasing I did as a kid and never won. Competitive as I am, I always tried to outsmart them but always got bitten or scratched ... Hence, the fear.

Face to face, my truck and this kitty cat. Protected by a hemi I had no fear. I stepped on the gas, the cat stopped, I stopped, and the cat went. Okay this could be fun. On and on we went—I would go, the cat would stop...the cat would go and I would stop. After awhile I started to think Paul would be wondering where I am while he was doing all the work. I needed to bring this to an end. The cat and I both stepped on the gas at the same time. I stopped the truck to look back to see what happened. In my rear view mirror I can see the cat back in the middle of the road. It was exhilarating. I waved and said, "by-bye for now, until we meet again."

Not bitten or scratched, I smiled, thinking that was thinking it went something like ... hmmm we will have to--

<table>
<thead>
<tr>
<th>Labor Day Regatta</th>
<th>Sarasota S5S - Sarasota, FL</th>
<th>September 2-4, 2005</th>
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<tr>
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<td>3-5-3-6-1-1-1-1</td>
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<td>2 Paul Strauley</td>
<td>6-2-2-1-2-3-2-7</td>
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<td>3 Freddie Sambolin</td>
<td>4-4-10-4-5-2-5-5</td>
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<td>4 Mindy Strauley</td>
<td>8-1-4-9-7-8-4-3</td>
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<tr>
<td>5 Danny Escobar</td>
<td>2-6-7-3-14-3-9</td>
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<td>6 Charlotte Sims</td>
<td>1-7-8-4-10-8-6</td>
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<td>7 John Kremski</td>
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<td>8 Jackie Sims</td>
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<td>9 John Fletcher</td>
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<td>12 Alexis Humphrey</td>
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<td>22 Carolyn Rahn</td>
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Liebl Takes Southeast Regional Championship for Second Year

Thanks to many of you, we had 36 boats turn out for our SE Regional Championship regatta at James Island Yacht Club over Labor Day Weekend. Good Work!

For the second year in a row, the regatta was won by James Liebl (Titusville, FL), who qualifies to go to the 2006 Sunfish Worlds. Currents were strong and the wind light Saturday. A challenging combination! Breeze strengthened somewhat during the day and shifted a lot. Sunday the winds were over 20 knots so there were all kinds of conditions and challenges. Dan Rhode (Savannah SC) was 2nd, David Hartman (Vero Beach, FL) 3rd, Ryan Hamm (Charleston and James Island YCs) took 4th, and Charles Loncon (Savannah SC) came in 5th. Andrew McIntosh (Savannah YC) was top Junior, closely contested by Krysta Rhode (Savannah YC), who was also top female. Thanks go to Lynde West (Melbourne, FL) and Carrie Rhode (Savannah YC) who helped on the Race Committee while other members of their families sailed.

— Rose Rowland

(Editor's Note - race results were only available by division, not overall finish).

Southeast Regional September 3-4, 2005
James Island YC Charleston, SC

Grand Masters
1 David Hartman 1-1-(2)-1-1-1 5
2 Rose Rowland 4-2-1-2-(DF) 11
3 Connie Poulnot 2-3-3-4-(DF)-DS 17
4 Glen Myrick 3-4-4-3-(DF)-DS 19

Juniors
1 Andrew McIntosh (5) -2-2-1-3-2 10
2 Krysta Rhode (6)-1-5-4-1-1 12
3 Shane McCarthy 3-3-4-3-2-(9) 15
4 Peter Rupp 4-4-1-3-(6)-8 19
5 Wiley Marshall 2-5-3-7-(10)-7 24
6 Zachary Mathews (7)-7-7-6-6-3 29
7 Reid Cabiness 1-6-6-8-(11)-10 31
8 Lizzy Hazeltine 8-(9S)-9-5-5-5 32
9 Jessica Bates 9-8-8-(DF)-4-4 33
10 Scott Bean (DF)-9-10-DS-7-6 44
11 Marco Suter (DF)-DF-DS-DS-9-11 56

Masters
1 Dan Rohde (6)-2-1-5-1-1 10
2 Ryan Hamm 3-1-13-3-2-(9) 18
3 Rob Eberle 2-(10)-2-9-3-2 18
4 Brian Swan (12)-3-8-6-6-3 26
5 Jim Edwards (11)-7-3-2-10-6 28
6 Meta Frasch 1-4-4-10-11-(12) 30
7 Michael Poulnot (13)-8-6-1-7-11 33
8 Les Cabiness (10)-6-10-4-9-4 33
9 R Whitehurst 9-9-(12)-8-4-5 35
10 David McCary 7-5-5-7-(13)-13 37
11 Charlie Frasch 5-(12)-7-7-8-7 38
12 Walter Suter 8-11-11-(12)-5-10 45
13 Chris Gates 4-(13)-9-13-12-8 46
14 John Bates (DF)-14-14-14-14-14-14 70

Midget Fleet
1 Alex Bolan (2)-2-2-1-1-1 7
1 Foster Marshall 1-1-1-(2)-2-2 7
3 Devon Rohde 3-3-3-3-(DS) 15
4 Andrew Bates (DF)-DS-DS-DS-DF-DF 25

Senior
1 James Liebl (3)-1-1-1-1-1 5
2 David Robinson 1-2-2-(3)-3-3 11
3 Charles Loncon 2-(3)-3-2-2-2 11
Regional News

Florida Women's Champ Olson Wins Annual Hula Cup

The Florida Women's Sunfish Championship Hula Cup was held April 17 in Sarasota. This awesome regatta provided women sailors in Florida an incredible opportunity for both light hearted fun onshore and serious fun offshore.

The light hearted fun onshore began at regatta check-in as sailors were given gift bags containing colorful tropical leis and Hula Cup tumblers. Grand Master Loretta Garber participated in pre-race activities dressed in tropical attire including a whimsical grass skirt. Loretta brought smiles to our faces and a festive mood was in the air as sailors rigged their boats and prepared for the races.

The serious fun began offshore as sailors left the beach and navigated their way to the starting line. There was plenty of sunshine and a wonderful 8-12 knot breeze blowing from the north. Strategies were determined, rigs were fine-tuned, and competition was stiff as we made our way around the race course. Seven windward/leeward races were completed.

Back onshore, sailors gathered for awards which were colorful, tropical tiles hand painted by local artist, gallery owner, and Sarasota Sailing Squadron member Sue Allen. First, second and third place awards were presented in the following categories: Junior, Apprentice, Master, Grand Master, and Great Grand Master. Results were as follows:

Junior: Charlotte Sims 1st, Lacey Anderson 2nd, Apprentice: Sharon Del Bianco 1st, Damien Lin 2nd, Jan Larrabee 3rd Master: Ursula Olson 1st, Rita Steele 2nd, Cindy Clifton 3rd Grand Master: Elaine Devito 1st, Loretta Garber 2nd, Bonnie Sevier 3rd Great Grand Master: Joan Johnson 1st

Congratulations to Ursula Olson: Florida Women's Sunfish Champion and overall winner and recipient of the Florida Women's Sunfish Championship Hula Cup perpetual trophy!

Laughter and race stories were the order of the day after the awards presentation and during a marvelous gourmet feast which was delicious from the first bite of shrimp cocktail down to the last morsel of carrot cake.

Kudos to Hula Cup Chairperson Carol McDowell for organizing this not-to-be-missed seriously fun regatta!

- Jan Larrabee

McGinnis Holds on for Florida Regional #2 Win

Florida Regional #2
Melbourne YC - Melbourne, FL
November 19-20, 2005

1 Brian McGinnis 2-2-1-5-4 16
2 James Liebl 5-1-4-4-2-2 18
3 Ken Krawcheck 4-4-1-9-3-7 37
4 Dick Tillman 1-DF-11-3-1-1 46
5 David Hartman 3-3-1-5-8-RF 49
6 Dave Silverman 11-7-12-10-13-5 58
7 John Fletcher 6-8-5-DS-11-6 65
8 Steve Clendenin 12-11-7-12-14-11 67
9 Andy Burke 7-10-8-8-6-DF 68
10 Paul Lindenberg 8-9-9-6-7-DS 68
11 Chris Lowrie DS-DS-3-2-4-3 70
12 John Fox 9-6-DF-7-12-8 71
13 Paul Strauley 10-5-6-DS-9-DF 88
14 Chris Gates 13-12-DF-DS-10-9 102
15 Phil McWhinney 16-15-13-DS-17-13 103
16 Bill Haberland 17-13-DS-DS-15-10 113
17 David Lister 19-14-14-11-DS-DS 116
18 Shannon Fox 15-DS-DS-DS-16-12 130
19 M Sassaman 20-DS-DS-DS-18-14 139
20 Jack Bibb 14-DS-DS-DS-DS-DS 159
21 Mandy Strauley 18-DS-DS-DS-DS 163
22 Rose Rowland DS-DS-DS-DS-DS 174
23 Linda Tillman DS-DS-DS-DS-DS 174
24 John Kremski DS-DS-DS-DS-DS 174
25 S Del Bianco DS-DS-DS-DS-DS 174
26 Nancy Fox DS-DS-DS-DS-DS 174
27 Cindy Taylor DS-DS-DS-DS-DS 174
28 Jerry Tiblier DS-DS-DS-DS-DS 174

Hula Cup (L-R): Front row: Ursula Olson, Joan Johnson, Loretta Garber. 2nd row: Cindy Clifton, Elaine Devito. 3rd row: Jan Larrabee, Sharon Del Bianco, Damien Lin, Bonnie Sevier. (Photo: Breeze Siff)

Hula Cup
Sarasota SS - Sarasota, FL
April 17, 2005

1 Ursula Olson 1-1-(5)-3-4-1-1 11
2 Rita Steele (5)-3-1-1-2-4-3 14
3 Cindy Clifton 2-4-3-2-1-2-5 14
4 Charlotte Sims (4)-2-2-4-3-3-2 16
5 Lacey Anderson 6-7-6-7-5-9(9) 38
6 Sharon Del Bianco (17)-9-4-6-9-10-4 42
7 Carol McDowell 8-5-(11)-9-5-9-10 46
8 Peggy Degling 3-11-12-5-12-7(18) 50
9 Elaine Devito 10-6-7-(15)-13-11-6 53
10 Damien Lin 7-(14)-8-10-6-12-14 59
11 Bonnie Sevier (16)-10-14-8-15-6-12 65
12 Fran Mericle 12-12-(13)-12-8-13-8 65
13 Loretta Garber 7-(18)-10-17-11-17-7 69
14 Jan Larrabee 14-13-9-13-10-(16)-11 70
15 Suzy Conover 11-15-(16)-11-16-8-13 74
16 Dottie Schell 13-8-15-14-(18)-14-17 81
17 Joan Johnson (18)-16-17-18-14-15-15 95
18 Susan Allen 15-17-(18)-16-17-18-16 99

McGinnis Holds on for Florida Regional #2 Win

Florida Regional #2
Melbourne YC - Melbourne, FL
November 19-20, 2005

1 Brian McGinnis 2-2-1-5-4 16
2 James Liebl 5-1-4-4-2-2 18
3 Ken Krawcheck 4-4-1-9-3-7 37
4 Dick Tillman 1-DF-11-3-1-1 46
5 David Hartman 3-3-1-5-8-RF 49
6 Dave Silverman 11-7-12-10-13-5 58
7 John Fletcher 6-8-5-DS-11-6 65
8 Steve Clendenin 12-11-7-12-14-11 67
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Windward Leg - Issue 1, 2006
New York State Youth Championships Attract 67 Racers to Southold YC

The 5th Annual New York State Sunfish Youth Championships were held at the Southold Yacht Club on Sunday, August 7. The hot and humid weather, together with very light winds, were not the ideal conditions in which to hold a regatta. Nevertheless the sailors managed to complete at least six races in each division.

The winners in the Midget Doubles were Douglas Schantz and Claire Smith of Mattituck YC, with Gerard Hoeltzel and Connor Stumpf, also of Mattituck YC, second and Ryan Penney and Christian Honig of Southold YC third.

In the Junior Doubles division Craig Durso and Jenna Spates of Mattituck YC were first, Sophie Latapie and Katie Walker of Southold YC second, and Angela Smith and Kathryn Hayes of Mattituck YC third. The Junior Singles division was won by Ian Davison of Westhampton YS, with James Prieto of Old Cove YC in second place and Chris Harris of Wet Pants YC third.

Winners of the Junior singles are listed below. In all, 67 sailors from seven yacht clubs participated.

- Peter Moore

Blouin Victorious at Annual Edison Sailing Center River Romp Regatta

The annual River Romp Regatta was held off Ft. Myers Beach this year in perfect conditions. Sailing off the beach in the Gulf attracted tons of sightseer/tourist interest, and a great time was had by all. The event, which is also a US Junior Olympic festival, attracted 264 entrants. Lasers, Optimists, 420s, and Sunfish were well represented. The Sunfish group had 15 entries of all ages.

With four firsts in the last four races, Joe Blouin overcame the first day lead of Charlotte Sims to finish first overall, with Charlotte taking second overall, and her sister, Jacqueline Sims, third. Erik Ericson showed consistency over two days, and was rewarded by a fourth overall finish.

Anyone with concerns over the lack of young sailors within the Sunfish class would have been impressed by the quantity and quality of the young Sunfishers at this regatta. They all sailed well and will only improve with more experience (and based on Charlotte and Jacqueline Sims' results, that's a scary prospect!)

- Phil Mewhinney
Attention racers!

It can be difficult for event organizers to plan event attendance in advance and be sure to have enough lunches and t-shirts to go around. Use this form to pre-register for regattas whenever possible. Make a copy, fill it out, and mail to the event organizer with the appropriate fees. Thank you in advance for your help in making Sunfish regattas fun and successful!

STANDARD REGISTRATION FORM FOR SUNFISH REGATTAS

Regatta Name _____________________________
Name ______________________________________
Address ______________________ City ____________
State _____ Zip _______ Country ________ Email _________
Day/Phone ___________ Eve/Phone ___________ Birth Date _______ Sex ______

USSCA# ________ Amount Enclosed $ _______
Arrival Date _______ Number in Party _______ T-shirt size _________
Requesting Housing? If so, for how many? ______

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: ________________
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