European Championships: A Dutch Sweep (Almost)

Reported by Hans Burgaard

The 1985 European Championships were held in Roervig, Denmark, from July 13 to 24. Registered were 31 competitors from five countries — Netherlands, Sweden, Federal Republic of Germany, Switzerland, and Denmark.

Many competitors came with their families and made it their vacation, and in a number of cases several or all members of the family took part in the Championship as competitors.

On Friday the 19th, the practice race was almost blown out by 16-m/sec (36 mph) winds, but by 4 pm was down to 12 m/sec (27 mph). Jaap Bark took first, followed by Jeroen Mustert and Jurgen Schneider, all from the Netherlands.

The next day, all 31 registered starters hit the line. After a general recall, the fleet took off — half for the windward mark and half for the gybing mark, a confusion caused by shifting winds. More shifts after lunch caused a couple of false starts before the second race could get off, and the windward mark had to be moved after the race had started.

A rainstorm greeted the next morning, so the third race didn’t start until 11 am. Winds were 6 to 8 m/sec (13–18 mph), and Antje Schierholt lost the rig when the deck collapsed around the mast step. After lunch the wind had picked up to 8 to 10 m/sec (18–22 mph), and the fleet was down to 24 boats. Damage knocked out Claus Burgaard of Denmark, Ulf Hagstrom of Sweden, and Morten Bove of Denmark, who had a clear lead when his mast broke.

After a lay day, the wind was up to 10 m/sec, and the course was shortened by reducing the windward leg from one to eight-tenths of a nautical mile. Twenty-seven boats started, and 23 finished. By the start of the last race, that afternoon, several competitors were sure the wind had piped up to 13 m/sec (almost 30 mph) and wondered if the race would be called. Christoffer Aiderfors of Sweden broke his gooseneck, and then there were 21.

The top five, announced at the evening celebration, as scored by the Olympic method:

<table>
<thead>
<tr>
<th>Name</th>
<th>Race 1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
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<tr>
<td>Jeroen Mustert</td>
<td>0</td>
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<td>0</td>
<td>3</td>
<td>3</td>
<td></td>
<td>(13)</td>
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<tr>
<td>Geert VanLeenders</td>
<td>3</td>
<td>3</td>
<td>(16)</td>
<td>5.7</td>
<td>11.7</td>
<td>8</td>
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<tr>
<td>Alex Zimmerman</td>
<td>14</td>
<td>10</td>
<td>10</td>
<td>0</td>
<td>10</td>
<td>3</td>
<td>33</td>
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<tr>
<td>Jaap Bark</td>
<td>11.7</td>
<td>(dnh)</td>
<td>3</td>
<td>10</td>
<td>13</td>
<td></td>
<td>30.7</td>
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<tr>
<td>Jurgen Schneider</td>
<td>10</td>
<td>(19)</td>
<td>8</td>
<td>11.7</td>
<td>0</td>
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<td>36.7</td>
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<tr>
<td>Junior Champion</td>
<td>Frederick Schouboe, 14</td>
<td>Denmark</td>
<td></td>
<td></td>
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<tr>
<td>Veteran Champion</td>
<td>Jan Walig</td>
<td>Netherlands</td>
<td></td>
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</table>

(Alex Zimmerman is well known to Sunfish Worlds competitors as a tough hombre from Peru. He sailed for Switzerland in the Europeans.)

The event ended with a ball, which capped a buffet presented by the municipality of Nykoebing-Roervig earlier in the evening, and a magnificent grilled pig and lamb party the previous Sunday evening.
The first New Jersey Senior Olympics Regatta, held by the Pine Beach Yacht Club, paved the way for a successor in 1986. Next year the Brigantine Yacht Club, Brigantine, N.J. will host the regatta for skippers aged 40 and older.

August 17 brought to the Toms River a 10-12-knot northeast wind that had enough variations to frustrate strategies of the 22 competing skippers. Another wild-card factor was the wakes created by motorcraft lumbering through the middle of the course. “This big Cigarette with its engines roaring passed me and its wake stopped me dead,” said Herb Ehrenfreund.

Good racing on good waters in good company at the first New Jersey Senior Olympics Regatta.

AGE 40-44
1. Barbara Daly 2·1·3·1 10.50
2. Bill Bateman 1·2·3·1 12.00
3. Karen Johnson 3·3·2·2 19.00
4. John Gluck 4·4·4·3 19.00

AGE 45-49
1. Betsy Eschallier Doylestown, PA 2·3·1·1·1 8.50
2. Gene Raffensperger 1·2·1·3·1 9.50
3. Russ Whitman Glenside, PA 3·1·3·3·2 11.75

AGE 50-54
1. Jim Stansfield Mountain Lakes, NJ 1·1·1·1·1 3.75
2. Bob Cinalli DNFin (1) 15.00

AGE 55-59
1. Dick Balass Willow Grove, PA 2·3·1·1·2 8.50
2. Don Hoskins Haddonfield, NJ 3·1·2·4·1 10.50
3. Herb Ehrenfreund 1·3·2·3 10.75
4. Hed Strobi DSO-4·4·4·3 19.00

AGE 60-64
1. Jack Sengstacken 2·2·1·1·2 7.50
2. Al Borchert Madison, CT 3·1·2·2·1 8.50
3. Bruce Parker Stamford, CT 1·2·4·3·3 13.75
4. Loretta Ross Huntington Valley, PA 4·4·3·4·4 19.00

AGE 65-69
1. Lloyd Sanderson Franklin Sq., NY 1·1·1·1·1 3.75
2. Henry Ridder (DNF)-2·2·2·2 12.00
3. Ray Borchert Whiting, NJ 2·3·3·3 14.00

AGE 73
1. Joe Malone Merchantville, NJ 1·1·1·1·1 3.75

AGE 76
1. Joe Borre DNFin (1) 5.00
### INTERNATIONAL SUNFISH SENIOR OLYMPICS
Darien, CT
September 14, 1985

#### AGE 40-44

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<td>3</td>
<td>Ed Helbert</td>
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<td>4</td>
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<td>5</td>
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<td>Joseph Petitti</td>
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#### AGE 65-69

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<tr>
<td>1</td>
<td>Les Steffens</td>
<td>5</td>
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</table>

*Indicates female

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### Senior Olympics Coming to Curacao

The Curacao Sunfish Sailing Association will host the 8th Inter-American Sunfish Senior Olympics (for competitors 40 years of age and older) August 3-10 in that beautiful Dutch West Indies (Netherlands Antilles) island off the coast of Venezuela.

There will be three days of racing during the eight-day event, giving participants and their families plenty of time to see the sights and enjoy the beaches. (Contrary to most people's expectations, the weather in summer is just about the same as in winter — tropical and clear.) Curacao is a beautiful small island, its capital a little slice of Holland, and on a clear day you can see the Venezuelan mountains. And from the sailor's viewpoint, the trade winds guarantee good sailing winds and lots of exercise. Neither winter clothes nor wet suits are needed. The biggest danger is sunburn, even when the day appears to be overcast.

Races will be held on Spanish Water, a large bay protected from rough seas. There is a small channel that connects the bay with the Caribbean. From August to October the winds tend to be a little less strong than in the remaining months of the year. The bay can be choppy but never rough. Because the bay is small, only 65 participants can be handled.

For full details and a registration form write: Alex Roose Redaweg 72 Curacao Netherlands Antilles

### New Sail Cloth

Since Dacron was first used for Sunfish sails, a 3-oz. Fleetboat cloth has been the standard. Now, because only Sunfish sails still use Fleetboat, the cost has become prohibitive, and we are switching to a new 3.9-oz. at the recommendation of Hans Fogh, whose loft has been making Sunfish sails since 1978.

The new cloth has been approved by both the World Council and IYRU. It is warp oriented and pre-fatigued. Pre-fatigued cloth is softer and, more importantly, holds its shape better. It is of uniform quality from one bolt to the next, and Hans expects it will be available for some time to come. Most important: thanks to its heavier weight, it will last longer.

Old sails should not be outclassed, because the same molds will be used as in the past. They will, however, probably become blown out sooner, because the old Fleetboat cloth was less stable. If your old sail is a winner, don't feel you have to get a new one to stay competitive.
New Classes — New Newsletter

Because the Sunfish Class and the Force 5 Class are now independent — cast adrift in July of last year to run their own affairs (see Windward Leg, Summer-Fall 1985) — Windward Leg will cover only Sunfish and Force 5 activities, with an occasional report on Super Sunfish activities.

And because these classes are now independent, we have to support our own activities, which used to be supported by AMF Alcort. And for that reason we had to double our registration fee (to join the class organizations) and double our dues (for Windward Leg and annual class activities). If you want to stay active in Sunfish Class or Force 5 Class affairs, and continue to receive Windward Leg and the regatta schedule, please get your 1986 dues in immediately, if you haven't already. There's a membership form in this issue.

Lee Parks, like most Executive Secretaries, has been doing the lion's share of the work in keeping the Classes afloat. Part of our dues have been going to AMF, which keeps our records on their computer at Hatteras Yachts. That service, however, may not last long. The alternative is to get class rolls and such into our own computer, which Lee is willing to do out of her home. HOWEVER, WE HAVE NO COMPUTER.

Can someone donate a computer to the Sunfish Class/Force 5 Class? Please let Lee know if you can, or have an idea how to get one.

Editor's Note: As of May 1, Alcort no longer has use of the AMF computer. A suitable replacement is desperately needed.

---

JASAD CAMLOCK BOLT

82 and earlier

FOR QUICK, EASY, AND SECURE ADJUSTMENT OF THE Sunfish GOOSENECK WITHOUT TOOLS

Name
Address
City
State
Zip

| QUANTITY | DESCRIPTION | COST EACH | POST & HANDLING | TOTAL
<table>
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Illinois residents add state sales tax

send to: JASAD · box 1464 · Aurora, IL 60507
SUNFISH SOUTHEAST REGIONAL CHAMPIONSHIP
Fort Walton Beach, FL
April 12-13, 1986
12 Boats

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<td>2. Steve Honor, Niceville, FL</td>
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<tr>
<td>3. Dave Guerdan, Tallahassee, FL</td>
<td>1.4</td>
</tr>
<tr>
<td>4. Lois Blodgell, Maitland, FL</td>
<td>1.8</td>
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<tr>
<td>5. Tim Hochuli, Orlando, FL</td>
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BERMUDA INTERNATIONAL RACE WEEK
Harrington Sound, Bermuda
April 26-May 3, 1986
29 Boats

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<td>2. Malcolm Smith, Bermuda</td>
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<td>3. Leonard Ruby, Newbury, MA</td>
<td>18.75</td>
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<tr>
<td>4. Joel Furman, Maitland, FL</td>
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<td>5. Alan Scharfe, New York, NY</td>
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SUNFISH NATIONAL MIDWINTER CHAMPIONSHIP
Lake Dora, FL
March 21-23, 1986
58 Boats from 17 states

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<td>2. Don Bergman, Hubbard Woods, IL</td>
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<tr>
<td>3. Alan Beckwith, Bristol, RI</td>
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<tr>
<td>4. Bob Findlay, Northfield, IL</td>
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<tr>
<td>5. Chris Lowrie, Lake Forest, IL</td>
<td>27.0</td>
</tr>
<tr>
<td>6. Kelly Williams, La Porte, TX</td>
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JUNIOR DIVISION

1. Marcus Maher, La Porte, TX
2. John Diemel, Fairview, PA
3. Zane Yoder, Daphane, AL

At the Sunfish Midinters (l to r): Bob Findlay, Nancy Haberland, Don Bergman, John Diemel, Chris Lowrie, Zane Zoder, Marcus Maher, Alan Beckwith. Photo by Eric Erickson

TOTE-A-BOAT™

A quality lightweight hand trailer for easy-in and easy-out launching of small boats to 14 ft. in length and up to 300 lbs. in weight.

- Aluminum, stainless steel, quality construction.
- Stainless steel axles.
- Wheels with 13 x 6.5 pneumatic Turfsaver wide-tread tires.
- No-Mar rubber hull supports.
- Balanced—launch small boats with safety and ease.

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A two-wheeled thru-the-daggerboard slot dolly and launcher.

- Aluminum, stainless steel, quality construction.
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- Wheels with 13 x 6.5 pneumatic Turfsaver wide-tread tires.
- No-Mar rubber supports.
- Detachable U-Bar for boats without centerboards.

IDEAL FOR SUNFISH, SUPER SUNFISH, FORCE FIVE, LASER & PHANTOM.
by Will White

Many Sunfish racers, even the best, aren't aware that it's quite possible to reach the leeward mark, have it right on your beam, and still have to give room to a boat two full boat lengths astern. The reason lies in the length of the Sunfish boom. It's much longer in relation to the boat than on any other boat you are likely to race. It is as long as the boat itself.

Picture three Sunfish running neck-and-neck downwind to the mark. The inside boat, Boat No. 1, can usually force the other two boats to allow it at least a half boat-length between itself and the mark, so it can make a smooth rounding. Its boom is at a right angle to the centerline of the boat. The next boat out from the mark, Boat No. 2, has to clear the boom of the inside boat, so it is 1½ boat-lengths from the mark. The third boat out, Boat No. 3, has to clear the boom of Boat No. 2, so it is 2½ boat-lengths from the mark. Meanwhile, Boat No. 4, two boat-lengths astern of the inside boat, is entering the two-boat-length circle. It can rightly claim room at the mark from Boat No. 3, even though it is two lengths astern, because Boat No. 3 is still outside the circle. As soon as Boat No. 3 makes its cut to round, Boat No. 4 will gain an overlap, before No. 3 can reach the circle. See the diagram, or try it yourself with tabletop models.

In a big fleet, this happens quite often. Most of the time, Boat No. 4 will assume Boat No. 3 has the right to pinch him off at the mark, and will round wide to tall in Trail 'n Sail Inc.
P.O. Box 91
Summit, N.J. 07901

Please indicate your choice:

<table>
<thead>
<tr>
<th>SPAR CARRIER</th>
<th>SPAR &amp; SAIL CARRIER</th>
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<tbody>
<tr>
<td>Sunfish $29.95</td>
<td>Phantom $29.95</td>
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Name ____________________________
Street ____________________________
City __________________ State _______ Zip ______

Money back if not satisfied. Free information upon request. Price includes UPS shipping. Check or Money Order. N.J. residents add 6% tax. Subject to change without notice.

Because the Sunfish boom is a full boat length, Boat No. 3 doesn't reach the two-boat-length circle in time to prevent Boat No. 4 from getting an overlap, even though Boat No. 3 is two boat lengths ahead of Boat No. 4. Boat No. 4 can claim room.

Unstep spars/sail. Roll sails, secure with "Stop-Knotted" Sheet & Halyard. Trail or Store.

PHANTOM $29.95

SUNFISH
EASY 1 - 2 - 3

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Newport, RI 02840

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Paul Odegard
183 Box Mountain Drive
Vernon, CT 06066

Membership Chairman
Bob Heckman
52 Nuthatch Knob
Glastonbury, CT 06033

New York Representative (NY)
Larry Cochran
52 Meadow Lane
Manchester, CT 06040
to come

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Ambler, PA 19002

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John Focke
2113 Brun
Houston, TX 77019

Inland Lakes Representative (WI, IA, MN, SD, NE, ND, WY, MT)
Joe Richardson
P.O. Box 877
Moorhead, MN 56560
to come

Western Representative (WA, CA, OR, NV, ID, UT, AZ, HI, AK)

Alcort Sold; Now An Independent Company

Alcort Sailboats is now an independent company. It was bought in February by David Loveless, former president of Boston Whaler, and Jerry DeGarmo, who was chief financial officer of Ericson Yachts.

Alcort had been owned for many years by AMF Inc. AMF was acquired early last year by Minstar, which announced shortly after the takeover that several of the AMF divisions, including Alcort, were for sale. A group from Alcort's management was in the negotiations, as was an employee group, but Loveless and DeGarmo won the prize.

Shortly after the Minstar takeover, support for Alcort's racing class activities had been terminated as part of a broad cost-cutting plan, which included the termination of Lee Parks and Joanne Girard, who had run the Class activities. We've been on our own since.

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A Sunfish Custom Cruiser

by Tom Lisco

"We couldn't believe the amount of stuff you got out of that itty-bitty boat." This is the response that Betsy and I received when we pulled up and unloaded at the Hardscrabble Point campsite on Maine's Moosehead Lake. We were in the midst of a three-day camping trip with my Sunfish, which I had rebuilt to make the interior space available for storage. In fact, we had about 120 lbs. of gear including tent, sleeping bags and pads, light and heavy clothing, cooking materials, food, paddles, life jackets, and foul weather gear. It was luxurious camping.

This trip was the culmination of an almost year-long effort to transform my Sunfish into a cruising/camping craft. The project had come about because of my long-held desire to have a boat that not only sailed well, but also was seaworthy and could hold camping equipment. To my knowledge, there was no such boat commercially available. Therefore, I had to make my own.

In customizing the Sunfish, a number of problems had to be solved to achieve a suitable interior design. One was that of replacing the original flotation blocks located in the potential storage areas fore and aft of the cockpit. Replacement flotation was provided by new flotation blocks shaped to fill the entire immediate bow and stern sections of the boat, and by similar flotation blocks in the open areas on both sides of the cockpit (see Figure 1). The material used was closed cell styrofoam cut from large blocks of foam intended for raft and dock support.

A second problem related to support of the deck. In Sunfish, the flotation serves not only to keep the boat from sinking if the hull is damaged, but also to provide support for the deck. Thus, any design that creates large open storage areas must also provide a new source of deck support. This problem was solved by building a series of bulkheads along the length of the boat. These bulkheads were constructed of Airex (registered trademark) foam core covered on each side with fiberglass mat. Most of the bulkheads were built as solid walls in order to provide separation between the flotation areas and the storage areas (see Figure 2). Two, however, were built as open framing to allow creation of one large storage area in the forward part of the boat (see Figure 3). For strength, the top portions of these frames were constructed as sandwiches of three layers of Airex with fiberglass mat outside and between the layers.

The deck also provided design problems. In order to accommodate the forward hatch (both hatches are 12" x 16"), the splash guard had to be moved forward about a foot, almost to the mast. Both hatches were provided with fiberglassed Airex coamings above and below the deck to provide strength and freedom from leakage (see Figure 4). Over the back storage area, the entire underside of the deck was fitted with a layer of glassed Airex foam core. This provided the function of deck support without the necessity of internal framing.

The last major design feature was that of the hatch covers themselves (see Figure 4). These were constructed of molded mat and roving fiberglass, again with layers of Airex foam core for strength, flotation and positive fit within the hatch openings. Closed-cell neoprene foam rubber was used for the seal between the hatches and the hatch covers. The covers are held down with bungee cords attached to the bottom of the boat and the undersides of the covers.

The result of all of this construction is very attractive and satisfactory. No more than ten pounds has been added to the original 125 lb. weight of the boat. The front storage area, with about twenty cubic feet of space, has ample room for almost any camping gear that one might wish to pack. It even fits a two-piece double-bladed paddle. The back storage area holds a large supply of food. Because of the moved splash guard, the deck is more comfortable than before for lying on and sun bathing. Since the hatch covers have no sharp corners or hardware, they, too, are comfortable to sit or lie upon.

Put to the test at Moosehead Lake, the Cruising Sunfish really performed superbly. In three days, we traveled more than 45 miles, never starting to sail before one in the afternoon. The loaded boat was nicely stable and sailed at about 5 knots on tacks (with a 12-18 knot breeze). The deck and cockpit were always clear of obstructions since all gear was in the hull. If necessary, we could easily have accommodated food for a week or more.

On Moosehead Lake, we could do things that canoeists could not touch. We could handle much heavier weather than they, and with adequate wind could travel considerable distances with minimal effort. When there was no wind, the boat paddled quite efficiently.

Many people enjoy cruising with convertible boats. But they can’t do it with a typical boardboat. Oddly, boardboat manufacturers have left this market to canoes, kayaks, and folding boats. We proved that they haven’t needed to.

CAUTION

Customizing a Sunfish for cruising as described here is not a trivial exercise. It involves entirely removing the boat’s deck and then building a cradle to hold the hull rigidly in place during interior construction. Many fiberglassing jobs are required in building the bulkheads, coamings and hatch covers. For the molded parts (bulkhead tops and hatch cover tops), forms must be constructed. Also, reattaching the deck to the hull is a difficult job, and perhaps one best done by a commercial shop. Finally, fiberglassing itself is dangerous. Care should be taken not to breathe fiberglass dust or the fumes from uncured polyester resin. For a helpful discussion of the activities involved in this job, the person considering a potential Sunfish conversion is encouraged to read “Boatbuilding and Repairing with Fiberglass” by Melvin Willis (International Marine Publishing Company, Camden, Maine 04843). This book describes the process of building from scratch a boat similar to a Sunfish.
Fig. 1 Plan of Sunfish Custom Cruiser

Fig. 2 Cross-Section of Bulkhead between Storage and Flotation

Fig. 3 Cross-Section of Open Framing in Storage Area

Fig. 4 Cross-Section of Hatch Cover Opening, Hatch Cover, and Hatch Cover Tie-Down

- Hatch Cover Opening: 12" x 16"
- Hatch Cover Dimensions: 15½" x 10½"
- Front and Back Hatches and Hatch Covers Identical

- Bungee Cord
- Not to Scale
- Hatch Cover Curved to Fit Deck

- Styrofoam Flotation
- Bulkhead
- Splish Guard
- Open Framing for Deck Support
- Hatch Cover
- Hatch Coaming
- Front Hatch & Hatch Cover
- Open Framing for Deck Support
- Bungee Cord Tie-Down
- Dogger Board Slot
- Bulkhead
- Styrofoam Flotation
- Rear Hatch & Hatch Cover
- Airex Foam Core under deck for deck support
- Bulkhead
- Styrofoam Flotation

- Hatch Opening Dimensions: 12" x 16"
- Hatch Cover Dimensions: 15½" x 10½"
- Front and Back Hatches and Hatch Covers Identical

- Styrofoam Flotation: ID 8 ~ 0 ~ x ~ 0 ~<
- Storage Area Mat:

- Fiberglass Mat
- Storage Area
- Mat:

- NOT TO SCALE
Justifying the Jens

by Derrick Fries

The Jens rig is the newest innovation in modern Sunfish racing. Jens Hookanson pioneered the rig in the mid-1970s and proved its worth by winning the 1976 Sunfish North American Championship in medium and heavy air at Association Island, New York. Since then, the Jens has gained wide popularity at the World-racing level. Dave Chapin was second in the 1978 Worlds and won the same race in 1979 using a Jens rig.

The rig is based on a simple idea that narrows the upwind performance gap between lightweight and heavyweight sailors when the wind pipes up. In the past, a 130-pound sailor had practically no chance of matching speed with heavyweight competitors racing upwind in a breeze. A Jens rig reduces righting motion and produces a flatter, more aerodynamic sail, giving lightweight sailors an even chance in such conditions.

The efficiency of the Jens rests in its closeness to the deck, which eliminates much of the air flow under the boom. Aerodynamic tests have shown that reducing and/or eliminating air flow under the boom helps lift considerably. With the boat's small daggerboard regulating sail shape, extra lift is precisely what is needed. The sail can be de-powered further, if necessary, by raking the upper boom aft, allowing the lower boom to run parallel to the deck and thus opening the leech. The Jens is especially fast upwind on starboard tack and is a favorite of racers who like to sprint away from the wind. A Jens rig reduces righting motion and makes balancing the helm offwind much easier.

The disadvantage of the Jens is that it is mainly a medium- and heavy-air rig, because the sail is much closer to the water. However, especially with the new, larger Fogh sails, the competitive difference between the Jens and a full rig is not particularly great. During one race, after a heavy-air first leg, the air lightened and I was passed by a Jens-rigged boat skippered by a man only ten pounds lighter than I.

Another disadvantage of the Jens, especially for bigger sailors, becomes apparent when tacking and jibing. Because of the close proximity of the lower boom to the deck, roll-tacking and roll-jibing must be initiated earlier than is usual to allow the skipper to "kiss" the cockpit floor, thus avoiding a collision with the boom. Although tacking and jibing are impaired, upwind speed will compensate for the loss.

It is easy to rig the Jens. The only difficulty arises when placing the entire rig in the mast-step instead of simply hoisting the sail with the mast already in place. The job requires some upper-body strength. Follow these steps:

Step 1 Untie the halyard from the standard 10th or 11th section (sections are numbered between the plastic clips counting up from the tack). Re-tie it to the eighth or ninth section and tape the halyard in place on the boom. This is approximately 10 to 12 inches lower than the standard position. Its exact location will vary, depending on body weight and wind velocity. At 165 pounds, I have never sailed with the halyard below the ninth section. However, many smaller sailors are very fast at the seventh and eighth sections. The master of the Jens rig, Dave Chapin, usually sails with the halyard in the eighth or ninth section, and he weighs about 160 pounds. There are many variations of halyard position for different wind velocities, but here are some benchmark figures to work from. In 20 knots of wind, a 145-pound skipper probably would carry the halyard 14 inches lower than the standard location. In the same wind, a 175-pound skipper probably would carry the halyard 10 inches below the standard position.

Step 2 Lay the mast alongside the upper boom.

Step 3 Using an oversized screwdriver to avoid damaging the screw head, loosen the gooseneck fitting and slide it aft to a position approximately 20 inches from the tack. Like the halyard location, its exact position is relative to body weight and wind velocity, and the range is usually between 15 and 20 inches back from the tack.

Step 4 Take the halyard around both mast and spar, and then loop it through and over to make a half hitch knot. (Figs. 1, 2 and 3, opposite)

Step 5 Put the halyard up and through the top of the mast, and bring the end back down. (Fig. 4, opposite)

Step 6 Make any final level of adjustments to the boom from the deck and pull the knot as tightly and firmly as possible around the spars.

Step 7 Grabbing both the mast and the upper spar, lift the rig into the mast-step.

Because class rules now allow an extra piece of line to be lashed to the upper spar against the mast, you may wish to modify the procedure described in Step 4. This eliminates the need for a half hitch in the halyard around the mast and upper spar.

Eventually, you may want to switch from the traditional rig to the Jens while on the water, perhaps between races. With practice, you should be able to make the change in fewer than five minutes. The most difficult step is standing the rig in place on the deck, just as you would on land. Then lower the daggerboard all the way for stability, and make sure the wind is on the starboard beam, which will give you more room to work. To raise the rig, stand just aft of the splashboard for additional stability. Then, raise the sail as you would on land.

Learning to sail with the Jens rig is fun and easy. It is still a relatively new method and there are no universal rules about gooseneck positions or rig height. Experiment when possible, and spar with a friend. Eventually you will find the optimum settings for each wind condition, your weight, and your particular style of sailing.

Reprinted from Successful Sunfish Racing with permission from the author.
Derrick Fries is the world's most successful Sunfish racer. He is the only person to win both the Sunfish North Americans and Sunfish Worlds. This book is written for the Sunfish racer to improve his/her performance. Derrick does this with over 100 photos and detailed text of how to sail faster! Gary Jobson quotes, "Derrick Fries is one of the toughest and consistently most successful dinghy sailors in the world. No one in this country is better qualified to write this volume. In descriptive detail, Derrick shows you how to compete with the Sunfish to make you faster, more knowledgeable and how to make Sunfish sailing more fun."

For Autographed Copies send check or money order payable to Margaret Beadle c/o Margaret Beadle, Successful Sunfish Racing, 3782 Covert, Pontiac, MI 48054

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For immediate response send check, payable to Dave Perry, to: Dave Perry, Understanding the Yacht Racing Rules, 1100 Pequot Ave., Southport, CT 06490. Hardcover — $19.95, paperback — $13.95 (includes shipping) CT residents add 7½% tax. Foreign orders add US $6.00 if air mail is desired.

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Greenbaum Inches Out Young For Super Sunfish North Americans

by Ned Nunes

Scott Greenbaum capped a tremendous 1985 season, which included a near win at the Sunfish Worlds, by clinching the Super Sunfish North American Championship in a grueling, hard fought series.

Grace and Ed Nunes and the Belle Haven Club were hosts to the event which was sailed in late October and included a total of 13 Olympic courses over the two days. Saturday’s wind was a moderate and shifty northerly ranging from 5 to 15 mph. Two time former champion Ned Nunes sailed consistently and fast to finish third. He might have won if not for a disastrous tangle and crash and burn with Nunes at one of the leeward marks. Bill Boll, another class veteran, former champion, and heavy air enthusiast, sailed fast and well to place second for the day on Sunday and 4th overall. Lightweight Nunes packed water bottles and sailed fast offwind to hang in for 5th overall. Over-aggressive-ness at the end of a wild downwind sleigh-ride cost him dearly in that tangle with Lee. Jack Willy sailed consistently in the heavy air to finish sixth overall. The top two bullets. He then cooled, and Scott Greenbaum, sailing consistently and gradually getting the feel for this unfamiliar rig, ended Saturday in first with 19.5 points. Nunes was a close second with 20.5, and former class champions Jack Willy and Jumper Lee were both within six points with consistent performances.

Sunday brought a stiff southwester 15-20 mph with gusts over 25 and big rollers coming in from Long Island. This made for a grueling day of very physical racing which saw Courtney Young post an incredible 5 bullets and one third. Courtney is a former class champion and heavy air enthusiast who has been frustrated by light and shifty breezes in recent years. However, Greenbaum hung in there through a few broaches with especially fast off-wind sailing in the wind surfing conditions to edge Young in the final standings by ¼ point. Jumper Lee sailed six finishers were within 13 points of each other in the final standings. Paul Campbell from the Indian Harbor Frostbite fleet finished 7th overall. Bruce Parker was awarded the seamanship and sportsmanship award.

At the Super Sunfish North Americans: (l. to r.) John Black Lee (Grandfather of the Super Sunfish), Jim Crink, Jack Willy, Byron Hicks, Courtney Young, Jr., Jumper Lee, Scott Greenbaum, Bill Boll, Ned Nunes, and Bruce Parker.

Where Do They All Come From?

There were 114 International Sunfish Class members overseas, as of March 1, 1986. Represented are 24 countries, so 25 nations could be represented at the Worlds as of that date, including the U.S.

Leading the list is Canada, with 17, followed by Bermuda and Peru with 14 each. Denmark is close behind with 13, then Holland with 9. In the Caribbean, Curacao leads with 7, then come Venezuela with 6, Aruba with 5, and Puerto Rico with 4. Others with more than 2 boats represented are Sweden with 5 and Saudi Arabia with 4. Former hotbeds that no longer have representation as of this writing include Martinique and Guadalupe; the U.S. Virgins and Bahamas have only one each.

In the U.S., 46 of the 50 states are represented by at least one member, for a total of 2007. New Jersey leads with 308, but almost half, 918, are in the Northeast region: New York with 261, Massachusetts with 148, Connecticut with 126, Rhode Island with 67, New Hampshire with 11, Vermont with 6, and Maine with 5.

As a result of this overweighting in the Northeast, it has been proposed that it be split in two, with Connecticut, Massachusetts and Rhode Island in one, and New York and the upper tier of New England in the other. This change may be included in the by-laws of USSCA, now being finalized as this is written.

Texas is the third largest Sunfish state with 187, and Pennsylvania follows with 139. Others with 100 or more are Florida with 102 and Illinois with 100; Michigan with 64 and Ohio with 51 break the 50 mark; and South Carolina is close behind at 49.
## 1986 FORCE 5 CLASS OFFICERS

<table>
<thead>
<tr>
<th>Role</th>
<th>Name</th>
<th>Address/Contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>President</td>
<td>Courtney D. Young, Jr.</td>
<td>11 Schunnemunk Street, Munroe, NY 10950</td>
</tr>
<tr>
<td>Vice President</td>
<td>Byron Hicks</td>
<td>P.O. Box 481, Convent Station, NJ 07961</td>
</tr>
<tr>
<td>Secretary/Treasurer</td>
<td>Lee Parks</td>
<td>1413 Capella Street, Goat Island, Newport, RI 02840</td>
</tr>
<tr>
<td>Northeast Representative (NY)</td>
<td>John Barrere</td>
<td>28 Burchard Lane, Rowayton, CT 06853</td>
</tr>
<tr>
<td>Mid-Atlantic Representative</td>
<td>Tom Oryniak</td>
<td>14 Shelly Drive, Somerset, NJ 08873</td>
</tr>
<tr>
<td>Southeast Representative</td>
<td>Bill Hunter</td>
<td>241 Lakeshore Circle NE, Milledgeville, GA 31061</td>
</tr>
<tr>
<td>Midwest Representative</td>
<td>Bill Koch</td>
<td>133 Lonsdale Avenue, Dayton, OH 45419</td>
</tr>
<tr>
<td>Florida Representative</td>
<td>Paco Calvet</td>
<td>6070 W. 18th Ave. #315, Hialeah, FL 33012</td>
</tr>
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### force 5 dateline

<table>
<thead>
<tr>
<th>Month</th>
<th>Event</th>
<th>Details</th>
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<tbody>
<tr>
<td>June 25-28</td>
<td><strong>FORCE 5 NORTH AMERICAN CHAMPIONSHIP</strong> — Force 5, Oconee Sailing and Yacht Club, Lake Sinclair, Milledgeville, GA; Bill Hunter, 241 Lakeshore Circle NE, Milledgeville, GA 31061, (912) 452-4070 or (404) 485-9971</td>
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<td>July 12-13</td>
<td><strong>FORCE 5 MID-ATLANTIC REGIONAL CHAMPIONSHIP</strong> — Force 5, Raritan Yacht Club, Perth Amboy, NJ 08861, (201) 442-0655</td>
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<tr>
<td>July 13</td>
<td><strong>FORCE 5 SOUTHWEST REGIONAL CHAMPIONSHIP</strong> — Force 5, Sea-breeze SC, La Porte, TX; Mike Sofianopoulos, 15727 Cavendish, Houston, TX 77059, (713) 486-0793 or (713) 476-3487</td>
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<tr>
<td>August 16-17</td>
<td><strong>LEATHER STOCKING SERIES #1</strong> — Sunfish, Super Sunfish, Force 5, Canada Lake SC, Canada Lake, NY; Courtney D. Young, Jr., Box 508, Canada Lake, NY 12032, (914) 783-0046 or (518) 835-3701 (summer)</td>
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<td>Sept. 23</td>
<td><strong>JOHN BELL INVITATIONAL REGATTA</strong> — Force 5, Eastwood Lake SA &amp; Force 5 Fleet #25, Eastwood Lake, Dayton, OH; Mike O'Toole, 4301 Birchtown Ct., Dayton, OH 45431, (513) 236-1118</td>
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<td>Sept. 27</td>
<td><strong>THE MILLARD FILMORE CLASSIC &amp; HSC FORCE 5 FALL REGATTA</strong> — Force 5, Hunterdon SC &amp; Force 5 Fleet #36, Spruce Run, Clinton, NJ; George Doescher, 784 West Foothill Rd., Bridgewater, NJ 08807, (201) 526-2679</td>
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Note: Host clubs are still being sought for 1986 Regional Championship in the Northeast, Southeast, Inland Lakes and Western Regions. Interested clubs should contact their Regional Representative.

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**Oconee Sailing & Yacht Club, Lake Sinclair, Milledgeville, GA, site of the 1986 Force 5 North American Championship.**

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**Force 5 North Americans To Be At Lake Sinclair, GA**

The Force 5 North American Championship will be held by the Oconee Sailing and Yacht Club on Lake Sinclair, Milledgeville, Georgia, from Wednesday, June 25th, through Saturday, June 28th.

The new clubhouse, situated in a pine grove, offers families a vista of the racing, and a place to camp. There are several chain motels and restaurants within five miles of the club.

Milledgeville is a lovely historic town with many old homes. There is a trolley tour available for anyone interested.

For a registration form and further information, write to: Bill Hunter, 241 Lakeshore Circle NE, Milledgeville, GA 31061. Deadline for registrations is June 14.
Letter from the President — #2

I have asked you to set two goals for the coming season. Goal #1: Establish regular clinics in your fleet and encourage beginners to come out and try a Five. Goal #2: Send at least one representative to the North American championship next summer.

Setting these goals is easy but you will have to work to accomplish #1. Here is one idea to think about, modify to your local situation, and start implementing during January, February, March, and April. Start a BOAT-DATING service! Yes, recycle old boats! If you can't recycle the old skippers of the unsailed Fives in your area, compile a list of boats available for loan and/or sale. Go all the way! Try to get the contributor to set a realistic price and allow his boat to be tried out, several times if possible. Thus, you will pair up the unused boats with any interested sailors. In addition, you will arrange a Win-Win deal between seller and potential new owner: the retired Force Fiver can get some cash toward his move to a K25 while the novice Fiver gets to learn in a seasoned boat. If he buys, he can repair, modify, and experiment without fear since it is not a "new" outfit. He will also have less fear of crashing because he knows he is in a total learning phase with his development craft.

You should expect to double your turnout in a single pre-season! To maintain that turnout during the regular season, and to consolidate your gain, change the direction of your fleet racing:

(i) race more races over short courses, encourage protests, and hear them immediately as a group,
(ii) practice one-on-one starts via match-racing on very short windward-leeward courses,
(iii) run two-man-team races, last place losing, emphasizing the need to aid your team mate.

Invent other not-so-serious learning competitions to promote boat handling skill and lots of informal rules practice. Above all, share your experience with other fleets through this column. Write!

NOTE — You really serious racers can get really serious at the North Americans in Georgia. Meanwhile, don't scare the new guys and gals with your nasty noise on the water and your lack of compassion for someone who doesn't know the rules. Teach and motivate! You also will improve!!

Courtney D. Young, Jr.

---

1986 Class Association Registration and Membership Form

<table>
<thead>
<tr>
<th>First Name</th>
<th>M.I.</th>
<th>Last Name</th>
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Address

City | State | Zip or Postal Code

Country

Home Phone | Business Phone | Extension

Fleet No. | Location

Date Purchased: Month/Year | Hull No.

☐ I'm a new owner. Please register.
Fee: $20.00/year for Force 5 — $30.00/year for Sunfish.

☐ I'm already registered. Please make check payable to
Dues: $10.00/year for Force 5 — $20.00/year for Sunfish.

☐ I need replacement sail number.

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Make check or money order payable to FORCE 5 MIDWINTER CHAMPIONSHIP
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April 12-13, 1986

<table>
<thead>
<tr>
<th>Finisher</th>
<th>Total Points</th>
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<tbody>
<tr>
<td>1. Mike Catalano</td>
<td>1-1-8-1-1</td>
</tr>
<tr>
<td>2. Jim Bigham</td>
<td>4-4-2-3-1-3</td>
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<td>3. Paco Celent</td>
<td>3-2-1-2-7-4</td>
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<td>4. Tom Trump</td>
<td>2-5-3-6-5-4</td>
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<tr>
<td>5. John Sherry</td>
<td>5-3-DNF-5-2-7</td>
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SUCCESSFUL SUNFISH RACING — Autographed book by Derrick Fries. NA and World Sunfish Champion tells how to place well in racing. Send $13.95 to Margaret Beadle, 3872 Covert, Pontiac, MI 48054 (MI residents add 4% tax).


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<table>
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<tr>
<th>MODEL</th>
<th>DESCRIPTION</th>
<th>U.S. $</th>
<th>AMOUNT</th>
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<tr>
<td>1</td>
<td>CAT SERN MAST-CADDIE</td>
<td>$44.95</td>
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<td>2</td>
<td>MAST-CADDIE SAILBOAT</td>
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<td>3</td>
<td>LITTLE LAUNCHER</td>
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<td>4</td>
<td>AQUA-CADDIE [FITS COOLERS LRG. &amp; SM., NOT INC'D.]</td>
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<td>5</td>
<td>CAT. BOW MAST-CADDIE</td>
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<td>6</td>
<td>TRAC 14 BOOM-CADDIE</td>
<td>$19.00 each</td>
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