Lots of important news here...give it all a read!

United States Sunfish Class Association
December 18, 2019

In today's email:

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2020 Dues

It's that time of year again...time to renew your Sunfish Class membership for 2020. It's a new decade and the Class has a new system with which to process your credit and debit card payments. Working with our contact management system, Wild Apricot, the Class will now be using AffiniPay to process online payments saving us considerably vs. continuing to use PayPal as in the past.

If you haven't seen it yet, look for an email and conveniently pay your next year's dues. Don’t delay.

$0.01 PayPal invoices???

Some of you may have noticed a strange $0.01 charge from PayPal and not known what it is all about. Well...if you used PayPal for the first time to pay your dues last year, in order to prove you are not a robot payment app, they charged you an “odd” amount (your dues level less $0.01). It appears that they have confirmed you all are not robots after all and are now processing those final one-cent payments.

Sunfish database update

A major part of preparing for 2020 Class Dues processing has been to update the Class database in Wild Apricot. Many of you have received notes from the Class Office over the past few weeks requesting confirmation of members/emails in Family membership bundles. Many of you replied and those data and links are now uploaded into Wild Apricot. The Office also sent out letters to non-email members and they have (slowly) been replying that many of them do, in fact, have emails.

Please visit sunfish.wildapricot.org and confirm/update your profile. Use your email as your user name and whatever password you did or will create. Keeping our records up-to-date will help the class continue to grow.

New USSCA Officers
The USSCA Board has elected the following sailors to fulfill Class Officer positions:

**Class Secretary:** Emily Wagner, emilywagner206@gmail.com

**West Regional Representative:** Jeff Bryant, Phoenix, AZ, runntrails@gmail.com

**Southwest Regional Representative:** Stewart Draheim, Royse City, TX, stewart.draheim@gmail.com

**Master Events Coordinator:** Brian McGinnis, Patchogue, NY, oompanyc@gmail.com

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### Major 2020 Sunfish Regattas – Save the Dates

Here are the major Sunfish regattas already on the 2020 schedule. “WQ” designates qualifying regattas for the 2021 ISCA World Championship.

#### Western Regional Qualifier, February 7-9, Arizona Yacht Club, Lake Pleasant, AZ (WQ)
- The Arizona Yacht Club’s new Sunfish Fleet #749 is ready and excited about welcoming all Sunfish sailors to this first Regional Championship also designated as a world-qualifier! This event is also the first Leukemia Cup event of 2020 which is part of this Arizona Yacht Club’s annual tradition.

#### International Masters, March 14-17, Clearwater Yacht Club, Clearwater Beach, FL (WQ)

#### US Team Race Championship, March 19, Clearwater Yacht Club, Clearwater Beach, FL

#### Midwinters for US National Championship, March 20-22, Clearwater Yacht Club, Clearwater Beach, FL (WQ)

#### North American Championship, June 9-14, Hyannis Yacht Club, Hyannis, MA (WQ)

#### US Masters Championship, September 11-13, Syracuse, IN (WQ)

#### Women’s North Americans, Sept 25 – 27, James Island Yacht Club, Charleston, SC (WQ)
- James Island Yacht Club’s hospitality explore at last year’s Sunfish North Americans, its excellent sailing venue, and Charleston being a beautiful city to made selecting JIYC for the 2020 Women’s NAs easy.

#### 50th World Championship, October 18-24, Sarasota Sailing Squadron, Sarasota, FL
More information on these and other Sunfish regattas will be available shortly on sunfishclass.org.

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Regatta and other Sailing Reports

New England Regional Championship #2 – Better late than never!
Wequaquet Lake Yacht Club (WLYC)
July 27-28, 2019

It was a beautiful Cape Cod weekend with 42 Sunfish competitors on the line. The first day was a shifty 5-10 breeze. The second day was a windy 12-18 day making the conditions a bit more challenging for some. Bill Brangiforte did a clinic on Friday for the kids, and they seemed to enjoy it.

What a great club and sailing venue! The folks at WLYC have welcomed Sunfish sailors for many, many years. Their support has never waned and has been so appreciated.

Bill Brangiforte led this field of champion sailors with a 7th place finish being his throw-out! Out of 9 races sailed, that certainly is anyone’s definition of earning the overall First Place trophy! Amanda Callahan finished 2nd with only 6 points behind Bill in the overall total. Her sailing skills are so excellent that Bill referred to them many times when doing the Sailing Clinic at this year’s Women’s North Americans in Niantic, CT! In the 3rd place overall position was Andy David who finished just two points ahead of Alan Beckwith who placed 4th overall. This was some tight racing with some of our best champions competing for the winning spots. But Patrick Curran, who finished 5th overall, kept pace with all of them!

Results

Top
Dinghy Shop Hosts 3rd Sunfish Fall Series

By Jim Koehler

Seventeen sailors completed thirty races in this year's fall classic, including cameo appearances of Jim Koehler, the founder of the Dinghy Shop and Marguerite Koehler.

Carl Anderson was this year's champion. He had not raced in years, but proved that he hadn't lost his touch, winning four of the five races.

Week five the breeze was way up. Several of the sailors set off and returned to the beach. Junior sailor, Liam Lepre, capsized several times and was determined to keep sailing. Ultimately, when his lower boom was in two pieces he was forced to retire. Top female sailor, Naadira Gafar from Douglaston was able to sail the entire day using the double halyard system.

Juniors Declan Queenan and Chris Woznick proved the magic of the Sunfish. Both sailors have cobbled together old boats that are still competitive. They finished second and third.

The event concluded with a family style dinner and prize giving. We thank Harken, Ronstan, Gill, McLaughlin Boatworks, and Laser Performance for their sponsorship.

Thanks to last year's champion, Sean Murphy, who assisted with running races.

The Dinghy Shop will be forming a new fleet. Join us next fall. Like us on Facebook and join our email list for notices on future happenings at the Dinghy Shop.

Top
Fall frostbiting lessons

by Bill Brangiforte

The fall 2019 frostbiting series at Barrington, RI, has been the most competitive I have seen since I started participating 12 years ago. Most days, while derigging our boats, the talk was: that was crazy out there, who won today? Or “Wow, that was like naval warfare out there!”

I was extremely inconsistent, and my point average shows this clearly. When you are having a bad series, it is easy to blame bad days on small mistakes; but the important thing is to go back to the basics.

One of the most basic things to do, and the lesson for this WOW, is to make a plan for the day, on the way out to the starting line. You need to make data points, to help set yourself up for success. The most important points are the wind direction and tidal flow. These are important because each wind direction has its own characteristics and is affected by the surrounding geography, and tide changes course geometry and varies in strength. I will use the racing on December 8 as an example of how to do this.

The breeze was out of the S/W and the tide, which is very strong on the Warren River, was coming in. Basically, the tide was going in the same direction as the wind. Your plan should include data like this:

1. Starting against the tide would make pin end starts tricky, it would be better to start near the boat.
2. The incoming tide would make weather mark roundings difficult, since you would need extra room to make the mark. This means coming in from the left would be tough, as tacking below starboard boats could get you into big trouble.
3. The starting line was set up to the right of channel, so getting right early and heading towards the shore would give some relief from the tide.
4. The weather leg was short, and it was a fast fleet, meaning everyone would be bunched up at the first mark. Getting to the right would be favorable, so to have the starboard tack advantage.
5. The Barrington shore, on the right of the course, was the near shore. It was fairly breezy (10-15) and there would be righties coming off the shore. As a rule of thumb, a left shore almost always works, but a right shore should only be played in breezy conditions. There was certainly enough breeze to expect veers with pressure coming from the right.
6. It was a cold day and the air temperature was less than the water temp. This a typical in December. While the S/W breeze in Narragansett Bay is fairly steady, heat rising off the warmer water would cause turbulence, and thus, more shifts and
velocity changes. While this does not help to pick a favored side, it is something to prepare for.

Looking at the data, five of the six points would indicate starting close to the boat and going right would be the smart thing to do. I did the opposite and the results showed! In the first three races, it worked out okay, as I had good speed and used some lefties caused by the turbulence to get to the first mark in good shape.

Then the wheels came off! In the fourth race, I could not quite cross the lead boat at the weather mark and had to duck 10 boats. I should have learned from this and changed strategies, but I got stubborn and did the same thing twice again, with similar results. What I should have realized was that the tide cycle was getting stronger and it became necessary to get right as the tide was much stronger on the left. In a strong tidal area, always be aware of the cycle and factor that into your strategy.

The bigger picture is to always (after a race) reevaluate your strategy. If things are not going well, think back to your data points and adjust. One of the best things about Frostbiting is that it teaches you to do this without a lot of time between races. Andy David is very good at this and certainly handled this tough series the best. Perhaps we can get him to give his thoughts on his success.

As always, Barrington YC did a great job running this series and I want to thank Frank and the rest of the crew for their hospitality and for running races for us on those cold days.

Hope everyone enjoys the Holidays – See you in March!

Bill
Sailing in a Sunfish wonderland.

Top

More vintage Sunfish Pix courtesy of Sailing World magazine.

Sailing is one of today's fastest growing sports. A major reason is the sailing regatta, an event which combines competitive racing with the opportunity to compare notes with other enthusiasts. Leaders in building this interest are Sunfish and Sailfish sport sailboats, products of the Alcott subsidiary of American Machine & Foundry Company. Over 150 regattas are held annually by this class.
AMF Alcort SAILFISH and SUNFISH have brought the fun and excitement of sailing to more families than any other small sailboat design. Over 75,000 have been delivered since their introduction and today sailing clubs throughout the world sponsor regular sailing and racing programs for their Sunfish and Sunfish members. Shown above, mother and son in their Sunfish hold what may prove a short-lived advantage over father and daughter in their fast-moving Sailfish.

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