

Buying and outfitting a used/old Sunfish  
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Very old boats (pre 1972(?)) do not have storage compartment in the rear. They also have a different rudder and rudder mount.

Rigging Guide: <http://www.starboardpassage.com/sunfish.html>

International Sunfish Class: <https://www.sunfishclass.org/> initial membership=\$45, annual dues = \$40.  
Check <https://www.sunfishclass.org/get-smarter-faster> for rigging tips.

Recreational boats will need the following to make into racing boats:

- 1) Race sail (white with window) - \$460 from Coliesail.com (with numbers!)
- 2) Race daggerboard (class legal = \$365 @ apsltd.com, not class legal = \$139 @ Intensity.com)
- 3) Tiller extension (\$50-\$75 depending on length).
- 4) Deck sheet ratchet block - \$75
- 5) Dolly – Dynamic from westcoastsailing.net \$495 (includes shipping). Derek has pictures of a build your own dolly that costs less than \$100 in parts.
- 6) Deck cover - slosailandcanvas.com - recommend Sunbrella \$190.85
- 7) Sail & spar cover - slosailandcanvas.com - recommend Sunbrella \$99.
- 8) Hiking strap – apsltd.com \$50 (retro kit), intensitysails.com (~25 with attachment brackets)
- 9) Inspection port (6 inch) - useful for attaching hiking straps and drying/airing inside of hull.
- 10) Outhaul & Cunningham cleats
- 11) Halyard, sheet, Cunningham and Outhaul lines, sail ties - ~\$75 – see <http://www.apsltd.com/c-2396-sunfish-linepackages.aspx> for lengths and sizes
- 12) Some will need a new bailer - aps \$46, intensity \$45
- 13) Some will need a gooseneck adjuster (bike seat post adjuster...\$5-7 at a bike shop)
- 14) Wire traveler – apsltd \$15, intensity \$10
- 15) Some very old boats have an old style rudder which will need to be replaced. These are the ones that are mahogany and have a rounded bottom. Other mahogany rudders with the flat bottom are perfectly fine for racing. The fleet has a number of replacement rudders, though the gudgeon may be different.

Things to look for:

- 1) Bent spar(s). New spars are lower \$236 (with cleats) or \$185 (recreational = without cleats) & upper \$140 plus \$150 shipping (unless arranged through Fastlane)
- 2) Holes in boom where fitting have been moved. Beware of “spaghetti” booms. Excessive corrosion of boom at gooseneck.
- 3) Water in the hull. Weigh the boat, which should weigh 129lbs. (Use two bathroom scales and two people. Weigh yourselves, the weigh while lifting the boat, add both weights while lifting the boat and subtract the human weights).
- 4) Cracks in the cockpit can indicate delamination at the cockpit (separated from hull). Unrepairable.
- 5) Hull delamination - separation between internal foam blocks and the hull. Check by pressing various parts all along the hull...the fiberglass skin should not present excessive movement. This can be hard to detect (check with Paul or Derek if you suspect it). This is repairable but is not easy.

- 6) Bottom of daggerboard trunk damaged from running aground with daggerboard down.
- 7) Large scratches on the bottom from beaching (can be easily fixed with gel coat and long board sanding).
- 8) Clean California title if you feel it necessary to register the boat.
- 9) Excessive waviness or unfairness in the cross-boat direction. Sunfish naturally have a concavity that runs down the length of the boat (concave if you move your hand from the center of the boat to the gunwale), this is normal. Avoid boats that have concavity or convexity in the other direction (if you move your hand down the length of the boat). This cannot be fixed without fairing the boat and in some cases cannot be fixed at all.