

# LEADING EDGE



VOLUME 21, NUMBER 2

SPRING 1991

## BRADY, MAHANEY & KERN WIN 1991 EXXON CHAMPIONSHIP

by Joe Hoeksema

THE 1991 EXXON U.S. CHAMPIONSHIP was held at the Platinum Point Yacht Club on the West Coast of Florida just north of Fort Myers. For those of you who haven't yet had a chance to race on Charlotte Harbor, a brief description of the site and conditions is in order.

Although the regatta site is somewhat remote, a better than average restaurant, small grocery and ship's store, tennis courts,

pool and golf course more than make up for the location. Manatees patrol the harbor, bald eagles guard the inlet and porpoises escort the fleet in the open water.

Weather is never predictable but for the second regatta in a row the Class has enjoyed good, consistent conditions and fair sailing. (We've yet to sail a make-up race on Charlotte Harbor.) The light to moderate systems breeze in the morning, more than adequate for the a.m. race, is replaced by a 10-18 knot sea breeze in the afternoon. A

cold front can change all of that, but they usually don't push that far South in late April. The local organizers are becoming experts at putting on a first-class regatta, and the race committee headed by Helen Ingerson does the work on the water the way the Solings like it.

The racing was close with the top spots not being decided until the last race. The winning team of Mahaney, Brady and Kern clearly were the most consistent finishing in the top four in each race. They took an

### 1991 EXXON U.S. SOLING CHAMPIONSHIP

Platinum Point Yacht Club

April 15-18, 1991

	SAIL #	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	RACE 7	CREW
1	US 772	2	I-1	4	2	2	II-4	3	Mahaney/Brady/Kern
2	US 769	1	5	10	5	5		6	Coleman/Coleman/Coleman
3	KC 1	13	2	I-2	1	7	2	5	Abbott/Abbott/Day
4	US 786	4	11	6	4	6	5	4	Curtis/Dellenbaugh/Murphy
5	KC 181	5	6	7	12	14	3	1	Fogh/Calder/Kerr
6	US 801	I-11	2	8	6	9	I-8	2	Klein/Fortenberry/Corwin
7	US 781	3	4	16	3	4	14	18	Hallman/Gough/Burns
8	US 804	12	14	3	7	12	10	13	Odenbach/Strassenburgh/Schwenk
9	US 803	8	8	28	14	10	11	15	Wadsworth/Blackwell/Barnart
10	US 614	YMP	12	9	9	26	16	11	Hughes/Edwards/Culver
11	US 809	9	10	12	DSQ	19	6	16	Merrifield/Dorgan/Baum
12	US 802	PMS	7	19	10	3	20	I-14	Kamps/Harms/Penticoff
13	KC 185	16	16	14	13	8	12	20	Beatty/Matile/McKee
14	KC 196	7	15	25	20	15	15	9	Otton/Cole/Wolfe
15	US 787	PMS	13	1	DNF	1	7	DSQ	McLean/Thorpe/Heck
16	US 807	10	23	17	11	17	19	8	Hoeksema/Hoeksema/Anderson
17	US 806	24	19	5	8	DSQ	13	17	Kappernaes/Guthrie/Hrabowsky
18	US 788	18	9	13	21	18	I-18	7	Merrick/Gleitz/Robertan
19	KC 175	14	21	11	18	11	21	12	Abbott/Abbott/Lacey
20	US 710	6	18	21	17	20	9	DNF	Ellis/Kirksey/Whitaker
21	US 726	17	20	23	15	16	DNF	10	Castle/Tomaselli/Consadine
22	US 725	15	24	24	19	13	17	22	Walker/Carlton/Soderlund
23	US 799	22	17	20	25	23	24	21	Palidor/Stuart/Jireitano
24	US 739	23	22	15	16	27	25	30	Fischer/Bauerschmidt/Bryant
25	US 796	21	26	18	23	DSQ	22	19	Chandler/Whitehouse/Colby
26	US 714	19	27	22	22	22	23	23	Doyle/Doyle/Spencer
27	KC 171	26	29	27	24	25	27	25	Walters/Allan/Yuill
28	US 431	DNF	25	26	I-27	24	26	24	Johnsson/Nielson/Carr
29	US 792	25	28	29	27	21	DNF	DNF	Buerger/Clar/Meissner

# If you want a new Soling bad enough, you'll come up with a good answer.

Since old Solings never die, (they just keep on sailing...) the question that begs to be answered is "What do you do with your old Soling?"

Here's a few suggestions.

1. Move it to your crew. After all they've worked long and hard to help you. Besides, they might just beat you and make you feel good because you now can take credit for their success.
2. How about donating your old boat to your club! This is a great way of establishing or revitalizing the club's racing program and introducing new sailors to the Class. Just think, your

generosity might be instrumental in helping a future World and Olympic Soling Champion soar on the wings on his or her dreams.

3. You can call us. We get a lot of inquiries from people who want to get into the Class and are looking for a used boat to start. No matter what condition your old Soling is in, we can service and up-grade it for re-sale and a new life of competition on the circuit.

No matter what, getting a new Soling starts with feeling good about finding a good home for the old one. Call us.

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Returning to harbor at Punta Gorda.

alternate penalty in Races 2 and 4 which made the seventh race the deciding factor. More "I" flags were flown at this regatta than any in recent memory. Having the Jury packed with top IYRU judges and stationed close-in at each mark seems to have had some impact.

Our thanks again to all the members of the PPYC who made the U.S. Championship a success. For those of you who missed a great week of racing, you'll have another chance in 1992 at the Olympic Trials.

## HELEN INGERSON RECIPIENT OF THE FIRST EXXON SPORTSMANSHIP TROPHY

HELEN INGERSON, REGATTA AND Race Committee Chairperson of the 1989 and 1991 U.S. Championships was awarded the Exxon Sportsmanship Trophy for 1991. Exxon donated the trophy—a beautiful antique sextant complete with its various parts and a mahogany storage box—to be awarded annually at the U.S. Championship to the person who has demonstrated outstanding qualities of sportsmanship in the Soling Class during the preceding year(s).

It's always great to have a fellow Soling sailor on the Race Committee

boat, especially one who's an expert on the racing rules (Helen's an IYRU judge), knowledgeable about the Class as well as a qualified race officer. In addition to having been an active skipper in the Rochester Soling fleet for many years, Helen has raced Dragons, International 14's, 5.5 Metres and frostbite dinghies. She is commodore of the Platinum Point Yacht Club and was the major factor in the Class' willingness to try the site for the U.S. Championships. Her superior race management and ability to put together a first-class regatta from a small group of volunteers won the PPYC the distinction of holding the 1992 Soling U.S. Olympic Trials.



It doesn't pay to hit the President. Just ask Doug McLean!



## LARRY KLEIN WINS THE PRE-TRIALS

by Sam Merrick

OUT OF THE SEVEN FLEET RACES scored low-point for the U.S. Championships (including Canadians) came the top four U.S. crews scored by Olympic calculations for two days of match racing. The winner would be champion of the Pre-Trials. Kevin Mahaney, Gerard Coleman, Dave Curtis and Larry Klein (1-3-4-6 respectively in the fleet racing) and their crews thus arrived "in the ring" for the first steps toward what the IYRU hopes to be the principal media event at the Barcelona Games—match racing in Solings.

By custom, the fleet winner gets to pick his first opponent and Kevin Mahaney picked Larry Klein as his semi-final antagonist, leaving Coleman and Curtis to be the second "flight." The schedule called for

best two out of three to determine winners.

The match race set of sounds and flags preceded a coming together from opposite ends of the starting line of the two adversaries. Mahaney and Klein then went through the circling and weaving that is characteristic of the game. In the very light air, the boats needed more time to resume speed after tight turns. Neither was the clear winner of these maneuvers so they went off in opposite directions. Klein soon found more wind, so established a lead that he held comfortably for the balance of the twice-around, windward-leeward, two-mile course. Their second race started similarly, but Mahaney in a tacking duel broke clear of Klein's tight cover two-thirds of the way up the beat and rounded the weather mark four boat lengths ahead. Halfway down,

Klein, sailing lower, caught a puff, jibed and forged ahead again—there to stay for his second victory.

The other flight between Curtis and Coleman offered less drama principally because of Curtis' propensity for landing in holes of vanishing wind. Coleman took the first race. A second race got mixed up during the starting procedures, but resulted in a big win for Coleman had it survived a Curtis protest. Rather than resolve the disputed issue, a third race was announced, and this one Coleman led from shortly after the start with Curtis in close, but ultimately futile, pursuit.

On Saturday, April 13, all assembled for the final match-up in wind nearly out of the north at 5-6 knots. Klein got the better start, but both boats went in opposite

directions for a few minutes. When they came together Klein had a slight lead which he converted to a comfortable one at the first mark by tight covering. The rest of the contest was uneventful. The maneuvering for the second start culminated in both boats, ten feet apart, head-to-wind, and all but stationary 45 seconds before the start.

At perhaps 20 seconds, Coleman bore off on starboard tack toward the nearby pin end of the line. Unfortunately for him, he ran out of time and crossed three seconds too soon. Klein had peeled off on port tack toward the favored RC end so that at the final signal he was under full steam with a firm lead before Coleman untangled himself from his premature start. For the rest of the contest, Coleman struggled but at a respectful distance. Klein had his victory, the culmination of five days of intense sailing competitions. But, the match-racing seemed an anti-climax in its brief and lively competitions.

### III 1991 SPRING SOLING BOWL

by Sam Merrick

A GOOD DOSE OF THE PIXIE QUALITY OF Springtime infected the breezes for the 1991 rerunning of the Annapolis Spring Bowl. An early season hot spell in the 70's was great for tourists, but unsettling to sailors who had to cope with the collision of warm air and cold water, resulting in a struggle between a light sea breeze and a modest westerly.

Out of these conditions, Stu Walker led

an entry list of eight local boats with a no-drop total of 9.5 by out-guessing Sam Merrick in the two most challenging conditions of Races 2 and 4. Three races on April 6 produced a win for each and tie score at day's end. April 7 again saw uncertain breezes with Stu catching a lingering westerly for a critical victory and Merrick a DSQ for not getting an overlap in time. Merrick won the last race by a big margin but it did nothing to overcome Walker's point lead. John Harper had a 1-2, but his other finishes dropped him behind Tom Davies in the final tally.

#### SPRING SOLING BOWL

Severn Sailing Association

April 6-7, 1991

	BOAT	NAME	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	TOTAL POINTS
1	US 725	Stuart Walker	1	2	3	1	3	9.5
2	US 788	Sam Merrick	2	3	1	DSQ	1	15.5
3	US 798	Tom Davies	4	4	2	3	5	18
4	US 732	John Harper	5	1	7	5	2	19.75
5	US 660	Howard Vickery	3	5	6	2	4	20
6	US 583	Tom Carrico	6	6	4	6	7	29
7	US 282	Ben Herrick	7	7	8	4	6	32
8	US 778	Doug Young	DNC	8	5	7	DNF	38

## 1991 SOLING WORLDS ROCHESTER, USA

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Water Bottles	X	X	3.00		
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## OLYMPIC CLASSES REGATTA

Alamitos Bay Yacht Club  
April 5, 6, and 7, 1991

Boat	Name	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total Points
1 US 614	M. Hughes	1	1	1	2	(3)	2	6
2 US 787	D. McLean	2	(4)	2	1	2	1	9
3 US 797	I. Wareham	3	2	(6)	4	1	3	22.4
4 US 748	H. Isaacs	4	6	5	(10)	4	10	53.7
5 US 687	G. Smith	5	3	(9)	7	7	7	54.7
6 US 712	G. Pearce	(DNS)	DNS	4	5	6	5	58.7
7 US 782	J. Walton	6	8	3	(9)	8	8	59.4
8 US 677	W. Tone	(11)	11	7	6	5	4	59.7
9 US 694	B. Hagerman	8	5	8	(12)	10	9	69
10 US 645	R. Baldino	10	9	(12)	3	11	11	70.7
12 US 743	B. Partridge	7	10	11	8	12	(DNF)	78

The *Leading Edge* is published quarterly by the United States Soling Association. Deadlines for submitted material is as follows:

January 20  
April 20  
July 20  
October 20

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## CAN-AM REGATTA

by Hans Fogh

A SMALL BUT VERY COMPETITIVE FLEET turned out for the first Soling regatta in 1991.

It was especially interesting to see world class sailors like John Kolius and Larry Klein back in the class. Klein sailed Don Cohan's boat. Everybody was surprised to see those two great sailors score a first and a third place in the first two races.

The regatta turned out to be a light weather regatta. The windspeed one day topped 14 knots, but five of the races had under ten knots.

After six races there were three boats about tied in points and one boat only six points ahead of them. So, four boats could win before the last race. The points after six races stood as follows: Curtis 19.7, Klein 25.7, Mahaney and Fogh 27.7.

The last race was postponed one hour due to lack of wind.

After the weathermark round in the seventh race it was Klein, Mahaney, Curtis, Kolius, Abbott, Thompson and Fogh. Larry Klein showed superb tactics with great boatspeed and held on to keep first place easily.

Abbott and Fogh came through the fleet third and fourth respectively with Kolius finishing fifth.

All Dave Curtis had to do in order to win the regatta was to finish third in the last race but ended up sixth in the shifting wind.



Britt Wadsworth (US 803) and Doug McLean at the 1991 Can-Am Regatta.

## 1991 CAN/AM REGATTA

Miami, Florida  
January 27, 1991

Boat	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Total Points
1 US 801	Klein	0	5.7	23	10	0	10	0	25.7
2 US 786	Curtis	10	3	8	0	5.7	3	11.7	29.7
3 US 787	Mahaney	3	8	3	8	13	5.7	3	30.7
4 KC 181	Fogh	8	11.7	5.7	3	3	8	8	35.7
5 US 779	Kolius	5.7	0	10	11.7	11.7	18	10	49.1
6 KC 1	Abbott	13	10	13	14	14	0	5.7	55.7
7 KC 182	Thomson	11.7	14	0	5.7	15	11.7	14	57.1
8 US 739	McLean	15	15	11.7	13	10	13	23	77.7
9 US 809	Merrifield	17	13	15	17	8	17	23	87
10 US 803	Wadsworth	16	18	14	16	16	14	13	89
11 KC 146	Otton	14	17	16	18	18	16	17	98
12 US 710	Ellis	19	16	18	20	19	15	15	102
13 KC 185	Beatty	18	19	17	15	17	19	16	102
14 KC 171	Walters	20	23	19	19	23	20	19	120
15		21	20	20	21	20	21	18	120
16 US 781	Hollman	23	23	23	23	23	23	23	138

## OLYMPIC UPDATE

### TELEVISION

**THE FIRST TV WORKING GROUP MEETING** took place late December in Barcelona, Spain on the initiative of the head of RTO '92, Manuel Romero, with the principal objective of maximizing world coverage of the Olympic Sailing Regatta.

The contract to cover the yachting competition has been given to a ZDF team (FRG) and studies concentrated on the use of graphics to explain the sport to the general public.

A positioning system to identify the leading yachts and their relative position during the race to the public is being developed.

A team of over 60 technicians will be present during the Games to cover the regatta with five cameras, a course each day.

Relay through a helicopter will ensure live coverage of two courses.

*For the first time ever the Olympic competition will be covered live.*

### COVERAGE

RTO '92 will set up a production area which will include two production Outside Broadcast (OB) vans providing two International Signals simultaneously for two races taking place on two different courses. In addition to this RTO '92 will provide commentary positions for live transmissions plus video injection points, "off tube" positions and editing rooms.

One of these OB vans will cover daily the "Alfa" course situated near the coast (boardsailing). The other will cover one of the four remaining courses, to be selected on a daily basis. On August 3rd and 4th both OB vans will work together to cover the Match Race course.

RTO '92 intends using special equipment to strengthen the live coverage of the various yachting events. These may include:

A. The use of stabilizers on the cameras to enable steadier pictures to be received;

B. A helicopter or blimp with an on-board camera;

C. Specially placed cameras on board selected vessels, to give close-up shots of the crews;

D. The latest computer generated graphics providing up-to-the-minute formation and explanation of the tactics. It is a principal aim of RTO '92 to provide helpful information for the viewer in the form of graphics that can be displayed on the

The race committee did an excellent job with good starts and good judgement as to when to change the course.

It just seemed too bad that only 16 boats showed up for this great organized regatta. Why the Soling fleet cannot come to regattas in the winter I do not understand. They miss out on some of the best sailing and great competition.

Most of the Soling sailors left their boats in Florida for the U.S. National Championship that started April 15th in Punta Gorda.

## OLYMPIC REPORT

by Rose Hoeksema

**Ranking.** The Ranking System for 1991 was completed at the U.S. Championships in Punta Gorda in April. There was a three-way tie for the last two spots and, per the rules, was broken by the finish at the U.S. Championship. The top five ranked boats for 1991 are noted below.

These five teams are automatically on the U.S. Sailing Team for 1991. The team of Larry Klein, Wally Corwin and Bill Fortenberry by virtue of winning the Pre-Trials portion of the regatta are also named to the Team.

**1991 Funding.** Funding for 1991 will include: The top two boats in Ranking to the Europeans. The third discretionary grant to the Europeans will go to Larry Klein, Wally Corwin and Bill Fortenberry, again by virtue of their first place finish at the Pre-Trials. The latter will also represent the U.S. at the Pre-Olympic Regatta in Barcelona along with Mahaney, Brady and Kern who were first in the Ranking System. Since the Worlds are in the U.S. this year, there will be no grants to this event. However, the OYC will provide a consulting coach for the Sailing Team Members.

**Match-Racing Seminar.** The OYC is sponsoring a second, invitational, match-racing clinic in Chicago prior to the North Americans in Chicago in July. Dave Perry will again direct the event which will run from 9:00 a.m. Monday, July 8 to Wednesday, July 10. No more than ten boats will be asked to attend and the invitations will go out in the near future.

**1992 Olympic Trials.** The Olympic Trials will probably be modified from the previous ten-race, two-week format to accommodate match-racing. The fleet racing portion will more than likely include ten races, but an effort will be made to telescope this into seven days (1-2-1-2-1-2-1). This will allow more time for the match racing finals as more races appear to be desirable, i.e., five of nine races versus two of three. In addition, there has been some discussion concerning increasing the number of boats in the match racing finals from two to three or four.

### TOP FIVE RANKING FOR 1991 U.S. SAILING TEAM

	Best Regional (Count 1)	North Americans (Count 2)	U.S. Championship (Count 3)	Total
1. Kevin Mahaney Jim Brady Doug Kern	1	2	1	8
2. Dave Curtis Brad Dellenbaugh Paul Murphy	1	1	3	12
3. Mark Hallman Kelly Gough Steve Burns	5	3	5	26
4. Britt Wadsworth Tom Blackwell Dan Barnarth	3	9	7	42
5. Mark Hughes Bill Edwards Ezra Culver	7	7	8	42

screen at any critical moment to explain what otherwise might be meaning less action; and

E. The use of SLO-MO VT for exciting maneuvers at marks.

## QUESTIONS FOR USSA

We get many questions on how to join USSA, how to get a boat certified, etc.

To register a new boat with ISA and USSA and to receive your U.S. sail number, send \$50 to the President, Joe Hoeksema, who will assign a number when he receives the measurement certificate from the builder. For a boat owner or to have the ISA and USSA registration transferred to a new owner, valid certification can be obtained by sending \$15 (to order of USSA) to the Administrative Secretary/Treasurer, Mrs. James R. (Shirley) Klauser, at the address shown below.

For membership, annual dues is \$55 for regular membership (individual owner or one member of an ownership syndicate) and \$20 for associate membership (non-owner, crew, or syndicate owner other than the regular member). Either can be obtained by filling out the form below and forwarding it to Shirley Klauser. Each classification of membership entitles the member to USSA and ISA bulletins. Eligibility to race requires a helmsman to be a regular member. Membership expires February 15th.

**Mrs. James R. Klauser**  
**5375 Mariner's Cove Drive, #114**  
**Madison, WI 53704**

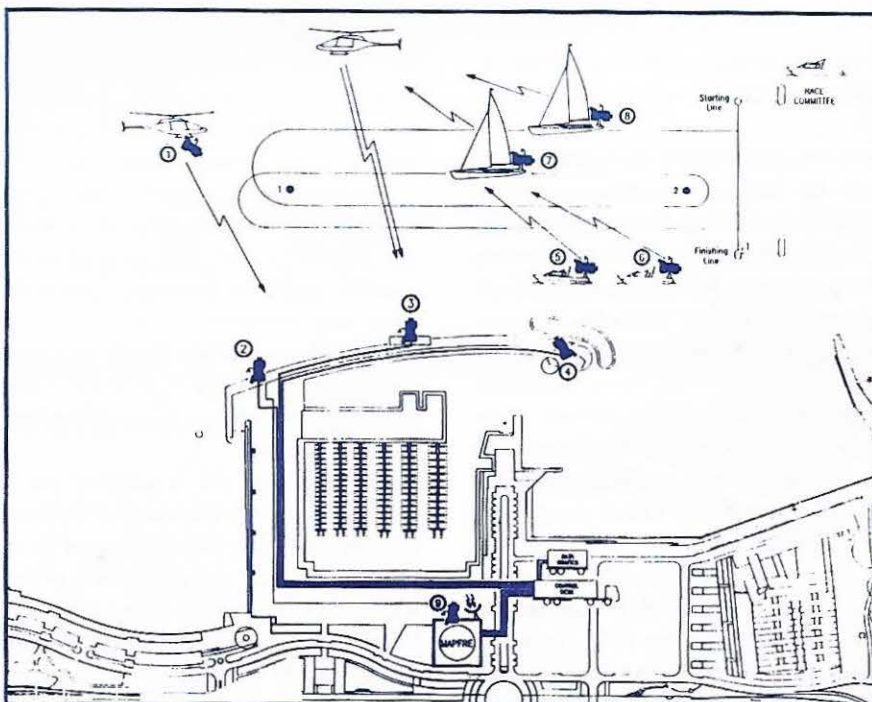
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*Proposed method for covering the match racing in the Soling Class, showing positions of cameras and method of relaying signals back to the shore.*

## INTERESTING CLASS CORRESPONDENCE . . .

March 4, 1991

Dear Buddy,

At the rate things are going I'll be hard-pressed to think of you except as being one of those characters "on live." But I try to keep what memory remains of olden days of Buddy in person.

The occasion of this letter is an article in *Leading Edge*—actually an article originally appearing in the *Washington Post*, read by everyone in that city except reactionary Republicans who enjoy getting the truth from Rev. Moon's *Washington Times*. The article contains this gem from the Melges word factory:

Legendary Soling wizard Buddy Melges of Zenda, Wis., who took the Gold medal when the class joined the Olympics in Germany in 1972, thinks being picked for the Games is the worst thing that ever happened to the slender, Norwegian-designed sloops. "It's horrible," he said. "The fact that it's in the Olympics draws out the big sailmakers who race for a living. The amateurs get discouraged when pros like that come to regattas and blow them out of the water. When the weekend sailor gets pounded week

after week, he eventually gets embarrassed out of the class."

I recommend you read the article, which you might want to correct, if not for what you said, at least for what you think. My impression is that the Soling class retains its attraction for many because of the opportunities it gives for sailing against the best in a boat that merited your attentions for its great design and top flight administration ever since Jack Van Dyke became its president in 1971. Having been a part of that administration in recent years, I can report that we have successfully curbed those creative energies that being in the Olympics stimulates, and constitute more of a burden than the presence of sailmakers whom we love and admire for their proficiency in the sport.

Says the reporter: "but having been thoroughly pounded for one long weekend, I find myself eager to get back in the water and get pounded again."

Right on!!

Sincerely,

Sam Merrick

. . . and the response—

March 28, 1991

Dear Sam:

Sorry to be tardy in answering your letter of March 4th. I've just returned to Zenda

from another extended training session in San Diego aboard America's Cup yacht USA 2.

The quote attributed to me is pretty much right on. My feelings regarding any class that has Olympic recognition; in my opinion, finds it very difficult to build a broad base of class organization if the class depends on the Olympics every four years. My observation is based on what I believe is fact, starting in 1962 with the Flying Dutchman class; my first boat was U.S. 600 and as the Olympic sailors progressed far beyond the reach of any weekend or family-oriented racer, the racers simply faded away. The Flying Dutchman went from many organized fleets in North America to no active racing fleets as of this date. I think we can say the same for the Finn and the 470. The only active racing is when we have Olympic class regattas in those three fleets, or the people want to get together to practice to satisfy their Olympic aspirations. The Soling is hanging on by a thread in my opinion. There

are no strong West Coast fleets. The Midwest fleets are not growing, and true, the Chesapeake fleet, because of you and Stewart's involvement seems to be holding.

The Star boat is certainly enjoying health at this time, but the concept of the health is of a different nature, and whether or not it's good or bad is for those involved to determine, and I will not.

The Soling class has finally got under control, the \$5,000, \$10,000 and \$15,000 fairing jobs that have taken place for Olympic boats.

You may think this is selfish of me considering I won a Bronze and a Gold medal in these particular classes. I guess I'm more concerned about the magnitude of the population that want to race sail boats and how to keep them in one-designs. Olympic classes do not accomplish this goal. And furthermore, the Olympic sailing does not get the exposure that it should to help one-design sailing as a mass. It seems to me that all the Olympic classes and the Olympics

should work very hard to broaden its base of interest in the sport of one-design sailing and they can do this by lobbying the TV and media for exposure.

In closing Sam, I'm sorry that this may be a shock to you that I feel this way, but I've watched the one-design community shrink dramatically where Olympic classes were involved.

Finally, a statement in closing for Solings, if one medal is going to be given for fleet racing combined with match boat racing, and the final weight on match boat racing, you have another problem. I think you need two medals to be given because this sport of sailing in fleet versus match racing is as different as the breast stroke and the Australian crawl, and therefore needs to be so designated with individual medals.

Sincerely,

Buddy Melges

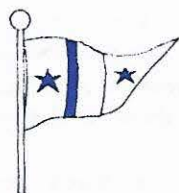
## Your North Eastern \* Champion Series for 1991



FireCracker  
June 30-July 1, 1991  
Rochester, USA



North American Championships  
July 11-July 14, 1991  
Chicago, USA



Atlantic Coast Championships  
August 9-11, 1991  
Martha's Vinyard, USA



Great Lakes / CORK  
August 17-21, 1991  
Kingston, CANADA



1991 Soling World Championships  
August 22-31, 1991  
Rochester, USA

### For More Information Contact:

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UNITED STATES SOLING ASSOCIATION  
COMPARATIVE SUMMARY OF OPERATIONS  
PERIODS ENDING DECEMBER 31, 1990 AND NOVEMBER 10, 1989

INCOME	----Period Ending ----	
	12/30/90	10/10/89
Regular Member Dues	8,497.00	9,145.00
Associate Member Dues	1,875.00	1,980.00
Sponsoring Members	0.00	100.00
Other Members	0.00	40.00
<b>Total Dues</b>	<b>10,372.00</b>	<b>11,265.00</b>

Sail Labels	7,041.00	2,339.46
Leading Edge Ads	770.00	1,130.00
Regional Regatta Fees	1,730.00	1,035.00
New Boat Registrations	100.00	100.00
Transfer Fees	135.00	225.00
Kemper Money Market Interest	276.83	239.78
Sale of Address Labels	0.00	25.00
European Championship Entry Fees	66.00	179.65
Soling Worlds Entry Deposits	195.40	70.40
Canadian Leading Edge Subscriptions	0.00	128.00
Sale of US 541	0.00	2,500.00
Sale of US 712	5,000.00	1,000.00
All Other	361.00	144.00
<b>Other Income</b>	<b>15,675.23</b>	<b>9,116.29</b>
<b>Total Income</b>	<b>26,047.23</b>	<b>20,381.29</b>

EXPENSE	----Period Ending ----	
	12/31/90	10/10/89
ISA Sail Labels	3,415.53	6,602.33
ISA Dues	6,444.63	6,393.92
Soling Rule Book	5,739.24	
Leading Edge	6,990.30	6,580.94
Secretary Salary	2,250.00	1,350.00
OOAK & Champ of Champs	0.00	185.00
USYRU Insurance	321.30	300.00
Phone, Postage, Misc	250.00	639.20
Boat Storage	0.00	452.97
Champ. of Champions	136.76	0.00
USISA and USYRU Dues	75.00	75.00
Bank Charges	205.00	242.84
Soling Worlds Entry Fee	131.90	0.00
Europeans Entry Fee	68.38	175.85
Trophies - Lake Michigan Champ.	0.00	85.55
Trophies - Floyd & Booth	0.00	187.00
CYC Meeting Lunch	207.51	172.51
Miscellaneous	35.00	208.80
<b>Total Expenses</b>	<b>26,270.55</b>	<b>23,651.91</b>
<b>Income Minus Expenses</b>	<b>(223.32)</b>	<b>(3,270.62)</b>

CASH POSITION

	Change	12/31/90	10/10/89
M & I Bank	(500.15)	2,374.37	2,874.52
Kemper Money Mkt.	276.83	3,117.53	2,840.70
<b>Total</b>	<b>(223.32)</b>	<b>5,491.90</b>	<b>5,715.22</b>





## LARRY KLEIN SPEAKS ON SOLINGS AT THE CYN ONE-DESIGN BOATSHOW

by Steve Bobo  
Wilmette Soling Fleet

ON APRIL 27 AND 28, CHICAGO Yachting and Navigation held its annual One-Design Boatshow. In addition to a larger than usual display of one-designs ranging from a Penguin to a Shields (including Joe Hoeksema's beautiful new Soling), CYN presented several guest speakers this year. Headlining the list was Larry Klein, the Rolex Yachtsman of the Year for 1989, the winner of world-level regattas in several keelboat classes, and the winner in Solings at the 1991 Can-Am regatta in January and at the match-racing portion of the recent U.S. Pre-Trials. Larry is one of the leading contenders to represent the U.S. in Solings at the 1992 Olympics in Barcelona. Larry spoke for an hour and a half on Saturday just on Solings. Since he hails from Southern California, it is not surprising that much of his remarks were geared towards lighter air conditions.

### Preparation

Larry first talked about preparing a Soling to race. He feels that the keel is too big relative to the size and shape of the hull and the sail area (compared to a J-24, for example), so it should be made smaller to reduce wetted surface to the extent the class rules permit. In particular, the leading edge radius should be made as narrow as possible and the keel made as thin as possible. He does the same thing for the rudder, thinning it as much as allowed by the rules.

Larry doesn't see any speed difference between shiny and dull hull surfaces. However, he recommends buffing the hull with McGuire's Mirror Glaze, which closes the pores in the gelcoat, particularly when sailing out of a dirty harbor. In his opinion, a new Soling is not significantly faster than an older one.

Larry does think that weight is important. Weigh the boat, and if it is too heavy, put it on a diet. He is particularly conscious of reducing as much weight from the bow and stern as possible. He suggests changing forestay and backstay blocks to lighter ones and replacing pad eyes with lighter ones (or even removing them and sealing the holes). Larry uses only Spectra line in the bow and stern because of its extremely low stretch

characteristics and because it is light and does not soak up water. Ideally, all lines on the boat should be either Spectra or Kevlar.

### Jib Trim

He trims the jib car in only about as far as the fore-aft portion of the raised splash rail, which is about 14" out from the centerline. Larry frequently changes the height of the jib off the deck by adjusting both the halyard fine-tune and the tack adjustment. Raising the jib up on the forestay gives it a fuller shape, like moving the sheet to a clew hole further aft. Lowering the jib on the forestay gives it a flatter shape and opens up the upper leech, like moving the sheet to a more forward clew hole. It may be necessary to trim the sheet after lowering the jib towards the deck.

In light and choppy conditions, Larry raises the jib up so that the tack is 3-4" off the deck in order to get more power from a fuller shape. Also, he eases off the backstay to what he terms the "Kostecki wobble" point (where the mast wobbles when the boat hits a wave). Larry puts a telltale on the top batten of the jib and gets it to flow while beating in these conditions. He also eases the jib sheet so that the upper leech shows lots of twist. The top batten should point at the outside tip of the spreader, rather than straight back as it would normally be with more wind or flatter seas. In these conditions, footing is important and much faster than trying to sail too high.

### Mast Rake

Larry measures mast rake using the distance between the deck and the point on the forestay which is even with the base of the mast. He likes about 27-28" from the deck to that point on the forestay. If measured from the top of the mast to the base of the transom, 33' 9" is supposed to be the right amount of maximum rake. He marks up his fine tuned forestay line to indicate how much rake is being carried. Another indicator is the height of the jib off the splash rail. Although some people think rake should be reduced in light air, others think that a lot should be used in light stuff. Larry does not think that the amount of rake is all that critical upwind.

However, on runs, lots of forward rake is desirable. Larry added 5" to his backstay and shortened his forestay in order to be able to rake it further forward. He had his mast so far forward that the top of the swage fitting on the forestay was just below the bottom hank on his North V-1 jib. When the mast is raked forward that much, about

3/4 of the mast butt is visible.

On tight reaches, Larry straightens up the mast some, but not all the way to vertical. On broader reaches, he brings the mast forward. He does not let off the spinnaker halyard, but maybe this might help in moderate conditions until overpowered.

### Shroud Tracks

Shroud tracks are used to maintain the balance between mainsail fullness and jib-stay sag. In light air (0-6 knots), don't let the main get too full, because the wind can't make the curve around a full sail and still remain as attached flow. If the main backwinds at the top, then it is too full. The shroud tracks are used to flatten the main while keeping the proper amount of jib stay sag.

In light air, sideways bend of the mast is helpful because it makes the main fuller and the mast tip bends to windward. Larry aims for up to 1 1/2" of bend at the spreaders, which is about half of the mast diameter. With lateral bend, the boat can point higher and goes slower (but with more power). In light air, 1988 Silver Medal winner John Kostecki always kept large wrinkles in the luff of his North FP-6 main. Kostecki got those luff wrinkles by moving both the upper and lower shrouds as far forward as possible on their tracks, and then tightening up the lowers. This pulled the mid-mast forward. With more wind, back off the tension of the lowers, which will allow mid-mast lateral bending. The newer mains, such as the North DC-1, are cut flatter and may not permit these wrinkles.

In light air, keep the shroud cars all the way forward until one crew is over the side, then move the cars one hole back. When both crew are over, bring the cars back to the second hole. When it really blows hard, Larry moves them back to the fourth hole. His tracks have holes about two inches apart, with a total of five holes on each. Larry always uses 700 pounds of tension on the upper shrouds, although less tension in light air might be appropriate.

Larry suggests using Etchells spreaders because they are lighter and smaller than standard Soling ones. He also plans to experiment with aft-cocked spreaders.

### Light Air Trim

Flatter is always faster, even in light air and even if the boat doesn't feel right (no helm feeling). On light air runs, some windward heel can help, but in real light stuff, you will be reaching at much shallower angles than usual, and you may want some leeward heel. In light air downwind, Larry puts a

crew member up on the deck and moves everyone else as far forward as possible. On a moderate reach, he keeps the weight as it was upwind. On a heavy reach, he moves crew weight aft to keep the bow up and to prevent broaching.

CYN is to be commended both for its support of one-design sailing generally and for bringing Larry Klein in to speak. Perhaps Larry will come to Lake Michigan this summer to teach some more lessons by example and to experience something other than light air and salty water.



## WINNING WHEN THE WIND IS UP

by Ed Baird

YOU MAY BE FAST IN MODERATE AIR, but you need different skills to win when the wind builds up. Many of us are intimidated by heavy air and, as a result, perform below our capabilities. I have sometimes felt disappointed after a race because I let the heavy air get the best of me. I've learned,

however, that when I approach a race correctly, I rarely have trouble in high winds. The key is having the right combination of attitude, boat-handling skills, and, of course, boat speed.

### Think positively

Attitude is the most important factor, because it influences everything you do. If you're feeling intimidated, you avoid getting into situations that pose a risk—and sometimes throw away chances to gain—if you give away the best end of the line too easily, overstand marks so you won't have to tack again, and sail bad angles downwind so you won't have to gybe as often. You only beat yourself when you don't have a positive attitude.

Instead, you should look at heavy weather as a great chance to win more easily. With all the other sailors worrying and feeling intimidated, the number of crews that can win is automatically reduced significantly. That makes your odds better.

I know a world-champion dinghy sailor who lives for heavy air. When it blows, he's always up there in the standings. But when it's lighter going, he's not as much of a threat. The minute the wind moderates to where most of the fleet is comfortable again,

he's just another good sailor. In fact, in these conditions, I have observed, he almost anticipates losing. He's no tactical whiz, and his starts aren't stellar, so he's always in the pack in the light and medium stuff. But when the breeze is fresh, he knows he's up to the challenge and gets pumped up. Part of the reason is that he's a terrific boat handler, and he's fit and strong. But the big difference here is attitude.

Heavy air presents the opportunity for you to step up to the challenge, to stretch yourself, to give a little more of yourself. If the example of my friend has you thinking that you can't compete at that level, let me make my point another way.

### Surprise yourself

When I was training for the Olympic Trials in the Soling, I sailed against a lot of good people in tuning sessions. Although the sessions were meant mainly to test sails and rig, we would do some boat-handling drills every day just to break up the monotony.

One day it was blowing 15 to 18 knots, and two of us had sailed upwind five to six miles. We started downwind to go home and began a gybing duel, with the boat behind trying to pass the boat ahead. We must have done a hundred gybes by the

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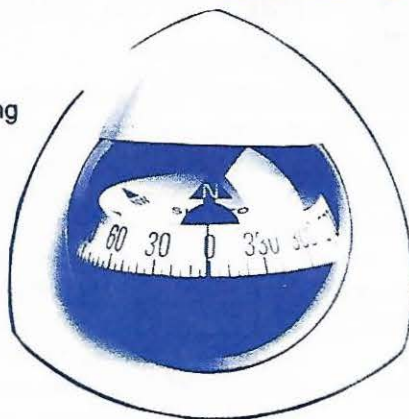
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time we reached the harbor.

We tied the boats up for the night, and as we walked up the dock, my crew noticed that it was very windy out on the bay. We took a look at the wind instrument in the club, and it read 25 to 30 knots. We asked how long it had been blowing so hard and were told it had been recording that for more than an hour, while we had been sailing downwind.

We looked at each other in amazement. We had been gybing back and forth in well over 20 knots of wind. Normally that breeze would have intimidated us, because we were new to the boat and still learning how everything worked. We hadn't realized the wind was that strong, but we never had the slightest concern about doing our jobs properly. We were concentrating on doing the right thing at the right time and were not letting the heavy conditions beat us up mentally. The difference was attitude.

Now when the breeze comes up, I work with my crew to get excited about going sailing. We've all done it before, we know how to sail the boat, and when a windy race is over, we have had fun and are ready to do it again. When we leave the dock with that attitude, we're ready to win

### **Boat handling**

But there's a bit more to it. Second on my list is boat handling. When the wind and the waves are big, the crews that can work their boat the best are almost always at the top. Those who make boat-handling errors are often the ones you see pulling in what's left of their spinnakers.

Good boat handling comes only to those who practice. You should know what maneuvers you need to work on, so I won't say any more on that subject, but I will say that there's a good and a bad time to practice.

With practice time seemingly in short supply for all of us these days, you need to make the most of your practice sessions. It's tough to get a crew together on a nonrace day to train, particularly if the focus is on learning. The worst time for a training session is when everyone is in a different frame of mind.

I've found training success just by getting out to the course a half-hour early on race day. I go through all the moves we'll need during the race at least once in that 30-minute practice. An added benefit is that I learn exactly what to expect on each leg before the race starts, instead of later when we are in a tough tactical fight.

Going through your racing maneuvers before the start gets everyone thinking about the race and can prevent snafus once the race begins. If a problem recurs during the race, take time after the race to work through the problem until it is solved. It's good to end the day on this positive note. Work through the same problem again the next day before the start, if necessary. In a sport filled with so many challenges, a little time spent practicing might seem trivial, but you must be ready to back up your tactical decisions with great teamwork if you are going to come through the tight battles on top.

Besides, if the number one component for winning a race in extreme conditions is a confident, positive attitude, what better way to build up that confidence than to know you can do every maneuver well? You get to that point by getting yourself up for the heavy wind. Then you go out and practice every maneuver you can anticipate before the race starts. If you can do them all well, you know you are going to be ahead of almost every other boat, because you have the right attitude and the right skills for the conditions.

*Veteran ocean racer and one-design sailor Ed Baird writes frequently on tactics and training.*

*(Reprinted from SAIL, March 1991.)*

## **SKILLS OF THE SOLING CREW**

*by Chris Hufstader*

THIS PAST YEAR WAS A GOOD ONE FOR Jim Brady. He effectively conquered Europe in the J/24 class by winning Kiel Week, the European championship, and the Worlds in Ireland. Back in the U.S., he won the first-ever J/22 World Championship in Annapolis. These results were probably enough for the USYRU's panel to name him the Rolex Yachtsman of the Year for 1990, which they did this past January. However, those events are only half the story—Brady, who is a 27-year-old sailmaker at North Sails in Annapolis, Md., has also had a good year crewing on Kevin Mahaney's Soling with middle man Doug Kern. This trio was second at the U.S. Nationals (behind Canadian Hans Fogh) and then went on to Europe, finishing in the top five in fleet racing at Hyere's Week and the European Cham-

pionship. Their fourth at Hyeres qualified them for the match-racing round, which will be the new method for determining medal winners at the 1992 Olympics at Barcelona. This top-ranked U.S. Soling team's most significant result was at the World championship in Holland in August; they finished second behind Frenchman Marc Bouet by less than one point.

Curious as to how such an accomplished skipper approaches crewing on a Soling, we called Jim to discuss his role on that boat.

**Sailing World:** What's your job on the Soling, and what are your responsibilities around the race course?

**Jim Brady:** My job is to have the right sails measured in, and see that they are in good working order with no broken battens or telltales. As the forward crew I trim the jib, but there's a lot of input among the three of us about the trim of all three sails. I may trim the jib one way, and Doug might notice something or want to try something different, and I offer my input to Kevin about how to set up the mainsail. It's kind of a check-and-balance routine. Downwind I call the tactics while Doug trims the spinnaker.

Because we've been sailing so much together we don't define each particular job as much as you might for somebody who has just stepped on the boat. We tend to share a lot more of the responsibilities among the crew, and that works well once you've got the team together for a while. When we get to the race course we combine our thoughts about which end of the line and which side of the course is favored, and for what reasons. Sometimes two of us disagree and one person breaks the tie. No one person on our boat makes all the decisions—it's a shared responsibility, and Kevin has the final say. To Kevin's credit, I don't think I've ever sailed with a skipper who, if I told him to stop the boat in the middle of the race and sail backwards, would probably do it without question. He has total faith and confidence in Doug and me. That gives us that extra added mental boost—we know that he trusts us, and we can come out and tell him what we think.

**SW:** What have you learned as a crew that you can apply when you're steering other boats?

**JB:** Communication is one of the most important things I've learned as a crew, and it's something we continue to develop as a team. Learning how to communicate clearly and concisely what needs to be done is a skill that's useful when I'm steering a boat.

Being a crew, I sometimes wait for the skipper to tell me what he needs. Having been in that position myself, when I'm steering a boat I can explain to a crew exactly what I want him to do at the right time.

All three of us on the Soling believe strongly in mental visualization. During major championships, on the sail out to the start there's not a whole lot of talk on our boat. We try to think about our jobs on the boat, and how we are going to win the race, and mentally go through the motions.

We try very hard to describe the race as clearly as we can to avoid communication breakdowns, which are very costly. Here's an example: Going up the first beat of the last race of the Soling NAs last year, we were in a position where we could still win the regatta by beating Dave Curtis. We were able to pinch him off halfway up the leg and push him off to the right. At that point, Kevin needed to know what our heading was—we were lifted, but were we lifted to our maximum high? My reply was, "We're up as high as we've been." We decided to say on starboard, rather than going out to the right to cover. Well, the breeze continued to go to the right 15 degrees, and Dave beat us. Kevin freaked when we started to lift after I had told him that the wind was as high as it had been—I meant for that day, and he thought I meant that we were as high as we'd been all week. We were trying to communicate clearly, but

we left out one important detail.

**SW:** What's the hardest part of your job on the boat?

**JB:** Obviously, heavy air on the boat can be pretty tough, but one of the hardest things to do on the Soling is to see the race course well. Because of the odd hiking position, not only is your back horizontal and your head kind of 90-degrees back from where it normally sits, you're also at a very low level. It's very hard to see the wind on the water up the course, and we can only talk to Kevin about the wind in the immediate future. The distance between the level of my head and his is only three or four feet, but he can see so much more. Every now and then we tell Kevin, "Hey look around, tell us what you can see." Or if we feel it's really critical Doug or I will get up in the boat; in light air we'll even stand up and take a look around.

Physically, the hardest thing about my job is pumping the guy in heavy air. Since the IYRU has allowed the classes to make their own decisions about Rule 54 (Means of Propulsion), the Soling Class has allowed unlimited pumping of the guy on reaches to prevent broaching, and one pump on the run to promote a surf or plane. When it starts to get really windy, I can feel the boat stall when Kevin tries to steer the boat down. If I think Doug is eased as much as possible, I grab the guy with both hands before the tweaker block and pull with my whole body outward, which relieves the leech of the

spinnaker and helps the boat bear off. Sometimes I'm in the full hiked position when I do this, but in really heavy air you can't get all the way out in the mini-hike position because you'd be dragging in the water. Instead, I straight-leg hike; the way I have my hobbles set up I tend to cross my legs to shorten up the wire enough to Laser-style hike. You've really got to have your legs in good shape to do this well.

**SW:** What advice do you have for other Soling crews on how they can do their job better?

**JB:** One of the problems many inexperienced Soling crews have is that they can't stay on the old high side during roll tacks, and still get in the boat. You're fighting your way back up a hill, and the longer you wait the harder it gets. You want to be hiking as hard as you possibly can until the absolute last second. To get up from the mini-hiking position, you have to straighten your legs and jump at the same time to get into the boat at the last second. That just takes practice.

Believe it or not, I see a fair number of Soling crews fall overboard. That even happens at the top level—sometimes the forward crews forget to hook their hobbles back up after the leeward mark. Every time I jump out to hike after the leeward mark, knowing that I may have forgotten to hook in, I always do a quick check by pulling my feet just to see. It costs a split second every now and then, but that's a bad time to fall

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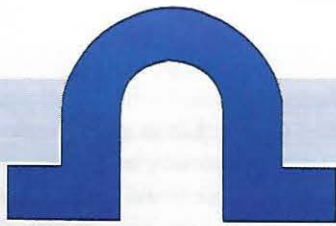
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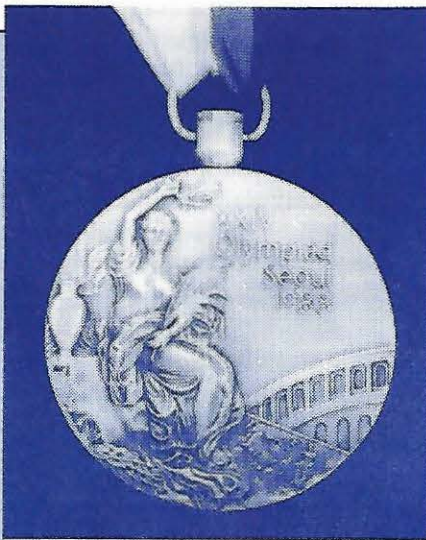
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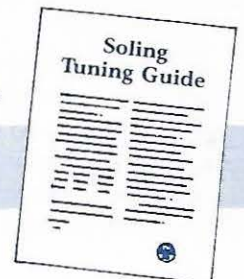
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Newport Beach, CA 92663  
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Boat ex-maintained & raced regularly

★ US 210  
1969 Abbott  
Asking \$5,000  
Pilot Marine Corp.  
904 S. Hampton Ave.  
Norfolk, VA 23510  
804 623-4148  
(Boat/trailer/sails; all in NEW condition)

★ US 221  
1983 Update  
Asking \$3,000  
Boy Scouts of America  
1931 Pacific Coast Highway  
Newport Beach, CA  
714 642-5031

★ US 331  
1969  
Asking \$3,000  
Bob Chadic  
N. Campus Recreational Bldg.  
2375 Hubbard Road  
Ann Arbor, MI 48109  
313 763-4560

★ US 353  
1969 Plastrand  
Asking \$4,300  
Jeff L. Randall  
6109 120th Place, NE  
Kirkland, WA 98033  
206 822-8682

★ US 371  
1970 Plastrand (modified)  
Asking \$3,500  
Al Frost  
3020 Qualtrough Street  
San Diego, CA 92106  
619 223-1492

★ US 423  
1978 Abbott  
Asking \$11,000  
Annette Donovan  
321 E. Main Street  
Centerport, NY 11721  
516 385-1514 or  
516 228-9292  
(New sails paint & hardware.  
New custom trailer. Mint!)

★ US 437  
1971 Abbott  
Asking \$5,500  
Jeffrey S. Cranshaw  
71 Nason Hill Road  
Sherborn, MA  
617 653-5892

★ US 454  
1972 Plastrand  
Asking \$3,700  
Tom Buddenbohn  
4916 Westhaven Road  
Arlington, TX 76017  
817 784-0565

★ US 456  
1965 Plastrand  
Asking \$4,000  
Steven M. Day  
23 Bayshore Drive  
Shalimar, FL 32579  
904 651-3078  
(Boat & trailer; mint condition)

★ US 581  
1972 Abbott  
Asking \$4,850  
Larry Jessee  
511 Cincinnati  
El Paso, TX 79902  
617 435-1617  
(Shroud Tracks/New Bottom/  
Good Condition. Will deliver  
Texas, So. Calif., Colorado)

★ US 591  
1972 Abbott  
Asking \$4,000  
Bruce Stevens  
396 Hawthorne Lane  
Winnetka, IL 60093  
312 437-3000 (O)  
312 446-4234 (H)

★ US 610  
1973 Abbott  
Asking \$6,500  
John Gately  
1726 Walnut Ave.  
Wilmette, IL 60091  
708 256-7092  
(Twelve sails w/trailer, etc.)

★ US 6321974  
Asking \$3,900  
Roy Mick  
926 E. Main Street  
League City, TX 77573  
713 332-0468

★ US 643  
1975 Abbott (Melges)  
Asking \$3,500  
(or best offer)  
Brook Boyd  
Herrick-Feinstein  
2 Park Avenue  
New York, NY 10016  
212 684-1400  
★ US 650  
1975 Abbott  
Asking \$8,000  
E.G. (Ted) Parsons  
11 Pine Forest Circle  
Houston, TX 77056  
713 813-2119 (O)  
713 621-3189 (H)

★ US 661  
1976 Abbott  
Asking \$7,500  
John Landry  
c/o ISS  
RD 4, Lakeshore Drive  
Colchester, VT 05446  
802 864-9065

★ US 673  
1976 Elvstrom  
Asking \$4,000 U.S.  
Paul Bergen  
1315 Contour Drive  
Mississauga, ONT  
L5H 1B2  
416 823-1967

★ US 696  
1978 Abbott  
Asking \$8,000  
Bess B. Brennan  
2833 Lincoln Street  
Highland, IN 46322  
219 838-1581 or  
219 923-7002

★ US 727  
1980 Abbott  
Asking \$15,000  
Richard Kresch  
555 Chestnut Ridge Road  
Woodcliff Lake, NJ 07675  
201 391-0900 or  
212 737-0986

★ US 733  
1981 Abbott  
Asking \$15,000  
Martha M. Keys  
135-40 77th Ave., #26E  
Flushing, NY 11367  
212 832-2931 (O)  
718 591-4614 (H)

★ US 743  
1983 Abbott  
Asking \$7,000  
Bill Claussen  
415 284-5468  
(Includes large sail inventory;  
trailer with two boxes; excel-  
lent condition; 1984 Silver  
medal; 1988 backup boat for  
U.S. Team)

★ US 745  
1982 Borresen  
Asking \$7,500  
Norman G. Owens  
2414 Baycrest  
Houston, TX 77058  
713 333-5952  
(Includes extra mast)

★ US 746  
1982 Abbott (Melges)  
Asking \$16,000  
George Regnier  
162 Fairway Drive  
Mountain Home, AR 72653  
501 425-2534

★ 1977 Abbott  
Asking \$6,000  
R.F. Pickels  
142 Park Terrace  
Sherrill, NY 13461  
315 363-2046 (H)  
315 363-8800 (O)

★ US 768  
1984 Abbott  
John Bevington  
831 Chicago Avenue  
Evanston, IL 60202  
312 328-4254 (O)  
312 724-0514

★ US 769  
1983 Abbott  
Asking \$15,000  
Paul Coleman  
22-J Orchard Avenue  
Rye, NY 10580  
212 888-5181 (O)  
914 967-8574 (H)  
(2nd Place '88 Trials)

Soling hull, Fogh deck, mast  
and in-water cockpit covers;  
good shape  
Best Offer  
Rick Wempe  
P.O. Box 4393  
Irvine, CA 92716  
714 968-4256

★ US 770  
1984 Abbott  
Asking \$14,000  
Dan Crowley  
1250 Bixby  
City of Industry, CA  
818 333-3060  
(Sale or charter)  
★ KC 91  
1975 Abbott  
Asking \$4,000 U.S.  
Adam Kassel  
24 Rosemary Lane  
Toronto, ONT M5P 3E8

★ KC 138  
1976 Abbott  
Asking \$8,000 U.S.  
Gerry Doris  
3 Abercom Road  
Markham, ONT L3P 1V2  
416 443-2945

★ KC 182  
1987 Abbott  
Asking \$20,000  
Paul Thomson  
3514 Joseph Howe Drive  
Halifax, NS B3L 4H7  
902 445-3278 (O)  
902 429-2508 (H)  
(Faired hull, Curtis tank sys-  
tems, minimum weight, delivery  
within reason)

★ KC 187 (Former KC 1)  
1987 Abbott  
Asking \$20,000  
Andrew Misener  
P.O. Box 5771  
Brown University  
Providence, RI 02912  
401 863-5732

### ★ WANTED ★

Serviceable Soling sails, spars  
and hardware for low budget  
youth sailing program. Contact  
Larry Doyle:  
813 830-5848 (O)  
813 685-3653 (H)

Used Solings available for  
charter at the Worlds in  
Rochester. Contact Keith  
Burhans at 716 266-9007

### ADVERTISING YOUR BOAT FOR SALE

Registration # (US or KC) \_\_\_\_\_  
Year Built and Builder \_\_\_\_\_  
Asking \$ \_\_\_\_\_  
Name of Owner \_\_\_\_\_  
Address \_\_\_\_\_  
Phone \_\_\_\_\_ and/or \_\_\_\_\_

### WHEN YOUR BOAT IS SOLD

Seller's Name \_\_\_\_\_  
Address \_\_\_\_\_  
Buyer's Name \_\_\_\_\_  
Address \_\_\_\_\_  
Boat Name \_\_\_\_\_ # \_\_\_\_\_

overboard. I know one guy who stepped on his snap shackle on his way across the boat during a tack and then fell out when it opened up. Make sure you're comfortable with your equipment, and that it meets the safety requirements of the class—you have to be able to blow off that shackle while it's under load. I have a snap shackle that I can release under load, but I have to pull really hard.

**SW:** How does your job change when you start match racing?

**JB:** A Soling is a pretty interesting boat to match race, especially with the self-tacking jib. We set the boat up for quick acceleration, and we make more adjustments, all the time. All the match races we've been in have been very close, and the speeds of the boats have been very similar, surprisingly so, and the boats don't get separated very much. Because of that, the tacking duels are very effective, as the boats are within a boatlength and one is frequently ducking behind the other.

If we're doing a lot of tacks, I'll power up the jib, raising it up on the wire by easing the jib tack and pulling the halyard up, then ease the sheet to make it more round. It's the same as moving the lead forward on a big boat.

We actually rig our boat differently for match racing than we do for normal fleet races. One of the things we do is lead the spinnaker halyard aft to the barney post so

the skipper can do the hoist rather than the crew, because we're almost always doing a jibe set and I can't get the pole and the halyard at the same time. Also, we're going to use hiking straps instead of hobbles (but keep the harness) so I won't have hobbles on my feet during a jibing duel.

**SW:** What sort of boathandling skills will you be practicing between now and the Olympic Trials next April?

**JB:** Solings have very similar speeds, so if you can gain a little distance with each roll tack and at mark roundings, it can make all the difference in the world. Will Baylis told me that he and his team in 1988 spent weeks just perfecting coming out of the

leeward mark. Think about defining that small task—making sure that your priorities are in the right place to get around the mark with the steering, the heel of the boat, the way the sails are set up to accelerate out of the mark. At this point the three of us spend a lot of time sailing other boats, and sometime between now and the Trials we're going to have to find time to perfect all those little moves in the Soling. We're the first ones to admit that we're not perfect—we're a long way from it, but we're going to take the time to really polish our boathandling. We really want it to shine.

*(Reprinted from Sailing World, April 1991)*

#### 1991 Schedule of Events

June 15, 16*	McNulty Cup	Milwaukee, WI
June 29, 30, July 1	Firecracker	Rochester, NY
July 11-14	North American Championship	Chicago (Belmont)
July 20-August 5	Olympic Practice Regatta	Barcelona, Spain
August 2, 3, 4	Wilmette Race Weekend	Wilmette, IL
August 9, 10, 11	Atlantic Coast Championship	Vineyard Haven, MA
August 18-21	C.O.R.K./Great Lakes	Kingston, ONT
August 22-30	World Championship (First Race - 25th)	Rochester, NY
October 5, 6	O'Day Regatta	Chicago
October 4, 5, 6	Persephone Plate Regatta	Oyster Bay, NY
October 25, 26, 27	Fall Soling Bowl	Annapolis, MD

#### 1992 Schedule of Events

January/February	U.S. Championship	Miami, FL
March	World Championship	Cadiz, Spain
April 27-May 9	U.S. Olympic Trials	Punta Gorda, FL
October	North Americans	Houston, TX

## THE LEADING EDGE

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