

# LEADING EDGE

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## WILMETTE STUNNED BY POOR TURNOUT!!

THE POST-OLYMPIC LET DOWN finally hit Wilmette Race Weekend. The virus that infects the Class every four years resulted in only 25 boats competing for the annual championship held at the Sheridan Shore Yacht Club.

One advantage of the low numbers was that Doc Murphy only had to be host to 114 sailors and their friends at the perennial Soling party. In addition, the pool was not nearly as crowded as in past years and lines at the

open bar and lavish buffet were quite manageable.

With so few boats Dave Leach had no problems setting a short, square line and was overheard on the boat loudspeaker wondering, "Where is everybody? Is this the right weekend?"

Kent Heitzinger recognized there was a problem with the turnout at the rigging party on Thursday night, "I figured there was something wrong when we had only gone through two kegs of beer by 7:00 p.m." By Friday afternoon, Dave Williams, the Midwest VP, was in a state of shock, "Terrible, just terrible! Something is wrong here, very wrong. I can tell you this—someone is

### 1992 Wilmette Race Weekend July 31 - August 2 Wilmette

Sail	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Total Points
1	KC 185 Beatty	2*	1	1	2	4	10
2	US 602 Kamps	4	3	3	3	1	14
3	US 759 Joosten	5	6	4	7	7	29
4	US 431 Johnsson	1	12	10	8	8	39
5	US 808 Murphy	3	21	5	10	2	41**
6	US 646 Lane	14	10	7	6	6	43**
7	US 768 Williams	6	2	23	4	10	45
8	US 700 Kondo	2	13	13	11	10	52
9	US 628 Slaght	10	7	16	5	14	52
10	US 755 Stearns	DNS	4	6	9	11	56**
11	US 682 Slater	9	5	8	17	20	59
12	US 807 Hoeksema	DNS	DNS	2	1	5	60
13	US 763 Crysdale	7	15	17	13	12	64
14	US 570 Hall	16	8	12	15	16	67**
15	US 720 Kennedy	11	22	11	16	9	69**
16	US 605 Bobo	8	17	14	18	18	75**
17	US 709 Floyd	20	16	15	14	15	82**
18	US 601 Schemel	12	9	18	22	21	82
19	US 792 Buerger	13	23	9	12	26	83**
20	US 785 Heitzinger	17*	14	DNS	DNS	3	86**
21	US 541 Cannardy	17	20	19	21	17	94**
22	US 676 Ahn	18	11	20	20	DNS	95**
23	US 718 January	15	18	21	23	DNS	103**
24	US 610 Minton	DNS	DNS	22	19	19	112**
25	US 737 Ziserel	19	19	24	24	DNS	112**

\* Redress given, average points

\*\* Red Division

**"Something is very wrong here, very wrong."**

to blame and I'm going to find out who's responsible."

Fingers were pointed and a committee was formed, headed by Craig Warner who himself had been implicated initially. By midnight that evening a preliminary conclusion was reached—Joe Hoeksema was at fault. Craig explained it this way, "They (Rose and Joe) didn't even show up for the Friday races. What jerks! I guess they're just burned out. As far as I'm concerned he's finished as President." Jim Beatty, the eventual run-away win-

ner of the regatta, was a bit more charitable. "I realize that it's easy to blame lack of leadership, God knows we do have a problem there, but I've been around racing the Soling for a few years and I recognize the post-Olympic let down when I see it. It's not enough to just throw a few great parties and have great tailboat racing all over a three day weekend. Heck, you could have offered free air transportation and Cubs tickets and you would only get 30, maybe 35, boats to show up the year after the Olympics."

The Hoeksemas were finally cornered on Sunday as they were leaving the parking lot, Soling in tow. "I have no comment on what happened here. If you want an official statement you will have to contact my attorney, Charles Q. Kamps of Quarles and Brady. I will say this, however, next year things will be back to normal."

## Modesty, Midwestern style

The USSA's VP in charge of promotion gets his thoughts in print in *Sail's* "Letters to the Editor.")

deeply appreciated the article (Shaping Course, March) on the contributions that we Heartland sailors have made to the sport of sailing. It rarely happens that we receive any recognition. If I may, I would like to add a few comments to give your readers a little better perspective on the Midwest sailing scene. In the Midwest we have always known that we are better sailors. Our racing conditions are more challenging, our tactics make us thwarzkopfs of the race course, and our women sailors can sail rings around any preppy man from the East coast. (There are no men on the West coast.) In short, we are God's gift to the sailing world. If there is anything to our detriment, it is that we tend to exaggerate.

Craig Warner, VP, USSA  
Vernon Hills, Illinois

## ATLANTIC COAST SOLING CHAMPIONSHIP

HEAVY WINDS, BIGGISH SEAS, rain, and happy to get in to warm clam chowder at the end of the second day of the same, but more of it.

John Harper led at the end of the first day, sailed inside in 18-20 knots, three "o" courses with the extra sausage. Paul Wilson sailing his throwout in Race 1, Vickery, and Duane were three or so points behind. Harper, Duane and Wilson split the races.

The second day built to 20-25 knots steady with rain and seas in Cow Bay unprotected from the nor-east. The eight leg course was used once, and the six-legged course twice. There was no magic, no local knowledge—plain

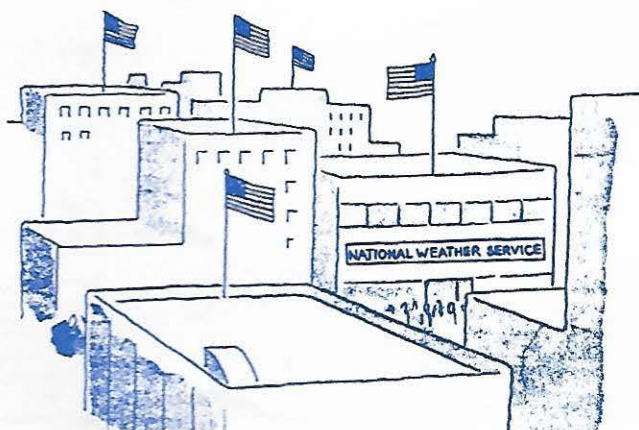
grind it out heavy air racing. Wilson took a 1-1-3, Harper 3-4-1, and Vickery stayed in the distant running, Duane faded back.

The weather reports and local weather understanding said 25-30 for a showdown seventh race, the committee preparing to stay inside. Wilson's heavy air performance, including a mast head spinnaker halyard recovery going downwind, put him 1/4 point back.

Wilson won the seventh with ease in 6-8 knots, displaying non-hiking speed, good and then safe tactics. Duane put himself ahead of Harper and Vickery, Wilson having a comfortable sail and a second championship. Good practice for his run at the San Francisco Mallory Cup.

1992 Atlantic Coast Soling Championship  
August 14-15-16, 1992  
Vineyard Haven

Sail	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Total Points
1 US 756	Wilson	6	3	.75	.75	.75	3	.75	9
2 US 732	Harper	.75	2	2	3	4	.75	3	11.5
3 US 660	Vickery	2	4	4	2	2	2	4	16
4 US 510	Duane	4	.75	3	6	6	6	2	21.75
5 US 583	Carrico	3	5	5	5	3	4	DNC	25
6 US 717	Butz	5	DNF	6	4	5	5	DNC	38
7 US 771	Brown	8	6	7	8	8	7	6	42
8 US 634	Mandell	7	7	9	-	9	8	7	47
9 US 512	Gilcrist	-	8	8	9	7	DNF	DNC	55
10 US 729	Seeley	9	DNF	-	7	DNC	DNC	5	57
11 US 514	Jaena	-	DNF	-	-	-	9	8	62
12 US 349	Worrell	-	9	-	DNC	DNC	DNC	DNC	70



## STU WALKER WINS 1992 FIRECRACKER

STUART WALKER BROUGHT ALONG his recently published manual "The Sailor's Wind Guide to Rochester" and won the 1992 Firecracker for his first time. 22 boats showed for the annual event on Lake Ontario which included ten Canadians and Olympic hopeful Robin Tattersol of the Virgin Islands.

Close racing predominated the three days of racing with the final outcome determined at the jam-up at the

last leeward mark, when any of the top six finishers could have won the regatta. Strong consistent finishes by Walker and a win by Peter Hall gave them the first and second spots. Fritz and John Odenbach were next at third and fourth followed by Canadians Beatty and Clifford who both were leading the regatta at earlier points.

Several other entries from Annapolis attended, including John Harper who won the red division over Jerry Castle with a third in the final race.

### 1992 Firecracker July 3-4-5 Rochester

Sail	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total Points
1 US 725	Walker	7	8	2	1	4	4	25.75
2 KC 197	Hall	3	10	8	5	2	1	28.75
3 US 804	Odenbach	2	7	3	4	8	5	29
4 US 688	Odenbach	9	6	4	2	18	2	41
5 KC 185	Beatty	1	4	1	11	10	9	35.5
6 KC 198	Clifford	4	3	14	3	1	DSQ	47.75
7 KV 769	Tattersall	11	2	10	8	3	8	42
8 US 739	Fisher	5	1	17	7	15	12	56.75
9 US 809	Baum	14	5	9	9	PMS	6	66
10 US 714	Doyle	6	13	5	6	16	15	61
11 US 732	Harper	18	11	PMS	10	6	3	71
12 US 726	Castle	8	16	13	12	5	10	64
13 US 799	Polidor	17	9	7	18	14	7	72
14 US 790	Tennity	16	18	6	13	7	14	74
15 US 761	Cameron	12	17	12	14	11	11	77
16 US 637	Burhans	13	12	18	20	9	16	88
17 KC 189	Ken Clark	21	15	16	17	13	13	95
18 US 583	Carrico	10	14	20	15	19	17	95
19 KC 188	Bissell	20	21	11	129	12	19	102
20 KC 155	MacKinae	15	20	21	16	17	DNF	112
21 US 812	Sullivan	19	19	19	21	22	18	118
22 KC 193	McCully	22	22	15	22	20	DNF	124

### 1993 North Americans

The 1993 North American Championship will be held at the Rochester Yacht Club August 28-31. For further information write to:

**Rochester Yacht Club**  
**Box 12707 Charlotte Station**  
**Rochester, NY 14612**  
**Phone: (716) 342-5511**  
**Fax: (716) 342-8116**

## 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**

- Regular Member — \$55.00  
 Associate Member — \$20.00

Name \_\_\_\_\_

Address \_\_\_\_\_

Boat Name \_\_\_\_\_

Number \_\_\_\_\_

Fleet \_\_\_\_\_

## GREAT LAKES CHAMPS RETURN

THE GREAT LAKES CHAMPIONSHIP returned to Lake Michigan after several years on Lake Ontario. Eighteen boats from the Chicago, Wilmette and Milwaukee fleets competed at the Sheridan Shore Yacht Club. In spite of light, fluky winds on Saturday, the race committee was successful in getting off three races by setting short, windward/leeward courses. A strong, but still shifty, westerly filled in on Sunday allowing for two full-length races. Hoeksema and Heitzinger tied for first pointwise and broken on horse-racing, with Fred Joosten a close third. The Wilmette fleet, headed by Bob Ziserel, again did a great job. The awards ceremony was topped off with a shopping cart full of donated, sailing-related giveaways which were raffled off with something going to almost everyone.

### 1992 Great Lakes Championship July 11-12 Wilmette Harbor

Sail	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Total Points
1 US 807	Hoeksema	3	8	2	5	1	11
2 US785	Heitzinger	5	3	1	3	4	11
3 US 759	Joosten	1	9	6	1	7	15
4 802	Kamps	13	4	8	2	3	17
5 US 431	Johnsson	10	5	4	6	6	21
6 US700	Kondo	4	10	14	4	9	27
7 US 808	Murphy	9	6	10	7	8	30
8 US 628	Slaght	2	1	11	18	19	32
9 US 768	Williams	7	2	15	8	15	32
10 US 763	Crysdale	15	7	7	9	10	33
11 US 737	Zieserl	8	14	3	15	12	37
12 US 676	Ahn	11	12	5	12	16	40
13 US 720	Kennedy	14	17	9	14	5	42
14 US 541	Conrardy	6	13	12	17	13	44
15 US 755	Warner	16	11	13	11	11	46
16 US 689	Higgins	12	15	17	13	17	57
17 US 610	Minton	17	18	16	16	14	63
18 US 646	Lane	18	18	18	10	2	48

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## KAMPS WINS 1992 MC NULTY

A STRONG NORTHEASTERLY GREETED the eighteen Solings fathered for the 23rd year of Soling competition for the McNulty Cup. The wind was measured in the twenties with gusts as high as 32 mph. Seas were 5-6 feet and the temperature was in the 40s. Recent past winners, Joe and Rose Hoeksema, Kent Heitzinger and Terry McMahon were absent. Solings shared the course and the Saturday night cook-out with the J-24s competing in their Midwest District Series.

In the first race, Fred Joosten was first to find the nearly invisible weather mark and led down the reaches, followed closely at the end of the second reach by the Richie Stearns/Craig Warner syndicate. Joosten had trouble locating the leeward mark at the end of the run and was pressed closely by Kamps on the final beat.

The second race saw five finishers. Joosten led the windward/leeward race to the first mark, was passed by Kamps at the top of the first run, but regained the lead at the end of the third beat three hundred yards from the finish. Joosten had excellent speed in the heavy air using an A-1 jib and

an older Curtis AP main. Tom Murphy had his first of two thirds and finished the Regatta third overall.

A third race was scheduled for Saturday afternoon but it was cancelled when the vast majority of the Soling and the J-24 fleets opted for warm showers, boat repairs and an early supper.

The wind Sunday morning was in the 12-15 mph range and the seas had decreased to about three feet. Kamps led Joosten to the beach in the first race but Murphy and Jorgen Johnsson found a slight veer to the right and rounded the first mark first and second. Kamps gained on the reaches and won the race, but Joosten salvaged a second and retained the series lead by squeaking ahead of Murphy and Johnsson at the downwind finish of the shortened course.

Kamps won the fourth and final race by staying to the right as the wind continued to veer. Joosten passed Stearns/Warner on the final run to the finish but was unable to catch Johnsson and finished third for a total of seven points to Kamps' six.

Steve Bobo won the red division followed by Bob Zieserl and Don Crysdale.

## COVERING: STAYING AHEAD UPWIND

by David Dellenbaugh, as published in *Sailing World* and reprinted in *Class Act*.

IN ALMOST EVERY RACE THERE IS A time when you shift gears from offense to defense. It usually happens when you realize that maybe you won't quite catch all those boats up ahead. And you start sneaking a few peeks over your shoulder. It's typical to think about covering the boats behind when you're near the top of the fleet, toward the end of the race. This includes times when a) you are winning the race; b) you are not winning, but the boats behind are closer than the boats ahead; or c) you're protecting a position in the overall series. There was a well-known football coach who said that the best defense is a good offense. In other words, as long as you score more points than your opponent, you'll win. I think the same is true in sailing. The surest way to stay ahead of your competition is to continue going fast toward the next mark. If you play the windshifts correctly and keep working on your boatspeed, there's no way that anyone will catch you from behind. You can't, however, forget about your competition altogether. In fact, when your main goal is staying ahead of the boats behind you, their position will be the single most important influence on your tactics. In this situation, you have to keep going fast and cover your competitors at the same time.

The most basic principle of covering upwind is to position yourself between your opponents and the windward mark. In other words, stay roughly on a line drawn between your nearest competitor(s) and the mark. This will minimize their chances to gain if the wind or current changes. In a windshift, the amount that one boat gains or loses to another is directly proportional to the distance that separates them. So when you're ahead, you want to minimize

(continued on page 7)

1992 Mc Nulty Series

	Sail	Skipper	Race	Race	Race	Race	Total Points
1	US 802	Kamps	2	2	1	1	6
2	US 759	Joosten	1	1	2	3	7
3	US 808	Murphy	9	3	3	6	21
4	US 768	Williams	8	4	8	5	25
5	US 697	Stearns/Warner	3	19	5	4	31
6	US 431	Johnsson	7	19	4	2	32
7	US 700	Kondo	4	19	7	7	37
8	US 605	Bobo	5	19	6	9	39
9	US 570	Hall	12	5	12	11	40
10	US 737	Zieserl	10	19	9	10	48
11	US 763	Crysdale	19	19	10	8	56
12	US 676	Ahn	11	19	14	12	56
13	US 692	Buerger	14	19	11	14	58
14	US 682	Slater	6	19	19	19	63
15	US 711	Schroeder	19	19	13	13	64
16	US 594	Brielmaier	15	19	15	15	64
17	US 584	Barry	16	19	19	19	73
18	US 601	Schemel	19	19	19	19	76

# 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.

## **ABBOTT BOATS INC.**

1458 London Rd., Sarnia, Ontario N7S 1P7 / Telephone: (519) 542-2771, 542-3011  
Telex: ABBOTTSAR 064-76103



COVERING (continued from page 5)  
separation between you and the other boats.

Aside from the general tactic of staying between your competition from the mark, there are a number of specific tactics that will help you maintain the lead. These include the "tight" cover, "loose" cover, and a combination of the two.

Using a tight cover on another boat is an aggressive tactic that allows you to stay between your competitor and the next mark while at the same time giving him bad air. This not only helps you defend your lead, but may in fact allow you to increase it. The most logical time for a tight cover is when the race has come down to you against one other boat. In other words, there are no other boats that you have a chance of catching or that have a chance of catching you. This is always the case in a match race, and often happens near the end of fleet races as well. Another time for a tight cover is when you're in the final race of a series and there is one other boat you have to beat.

Getting into a tight covering position is not always an easy thing. The reason is that in order to steal someone else's wind, you have to be lined up in the direction of their apparent wind, not their true wind. This means you have to be farther in front of them than you would normally think. A good way to figure out how to apply a tight cover is to look at the wind pennant on top of the other boat's mast; the forward end will point right at the position where you should be. If you're successful in putting a tight cover on another boat, chances are good they'll tack away to clear their air. If you can tack at the same time, you may be able to cover tightly on the new tack as well. Be wary, however, of tacking too much to maintain a tight cover. It's too easy to get off into your own little world and give up a lot of distance on the rest of the fleet.

When a tight cover isn't possible

or desirable, you may want to apply a loose cover to defend against following boats. To cover loosely, position yourself between the other boat and the next mark so you have clear air. You are not slowing this boat with your bad air, but you are staying in touch—not allowing him to separate from you—so he won't catch you on a windshift. One obvious time to use a loose cover is when you aren't able to make a tight cover stick. Let's say you're crossing just ahead of your closest competitor on the final beat. If you tack right on his wind, he'll tack away, and you won't be covering him at all. It's better to place your tack so he still has clear air; then at least you'll have a loose cover.

In the game of chess, you have to plan your moves ahead of time and do everything possible to control your opponent. Sailboat racing is very similar; especially when it comes to upwind tactics. Here we can use a combination of tight and loose covers to influence other boats a lot more than most sailors realize. Think about how you would handle the following situations.

**Situation 1:** You're leading the race going up the last beat. You're on starboard tack, crossing ahead of your nearest competitor who's on port. You have a feeling, after the first two windward legs, that there is better air on the left. Should you give this boat a tight cover, a loose cover, or continue on starboard tack? You should probably give her a loose cover, even though you think the left is favored, you're not sure enough to risk continuing on starboard away from your nearest competition. At the same time, you definitely don't want to apply a tight cover, since this would force your competitor to go the favored side of the competition. If your opponent tacks to starboard, clamp on a tight cover to "protect" the left.

**Situation 2:** You're leading the race again, but this time you're on port tack

crossing ahead of the second place boat, who's on starboard. The boat in third is also very close and to leeward of you on port. If neither side of the course is favored, what should you do after crossing the starboard tack—apply a tight cover, a loose cover, or keep going? Your main problem is that your two closest competitors are now headed in opposite directions. If this continues, it will be impossible to cover both. By putting a tight cover on the second-place boat, you can force her to tack to so both boats are going the same direction. Then you should tack again soon to put a close cover on both.

There are a few generalizations we can make about when to apply tight and loose covers. Put a tight cover on a boat that is a) headed toward the favored side of the course; or b) headed away from the rest of the fleet. Put a loose cover on a boat that is a) headed toward the wrong side of the course, b) going toward the other boats, or c) headed toward a layline (let them get to the layline as soon as possible).

## U.S. SOLING WINS OLYMPIC SILVER

CONGRATULATIONS ARE IN ORDER for Kevin Mahaney, Jim Brady and Doug Kern for winning the fleet racing hands down (finishes of 1-7-3-1-3-DNC) and taking the silver medal in the match racing event at the 1992 Olympic Games in Barcelona. Those in the Class who have been racing against them for the last four years know how dedicated and professional they were in pursuit of their goal. Nice going guys—you did us proud.

## 1992 Santa Cruz Invitational

June 13-14

Sail	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Total Points
1 US 686	Murray	5	1	1	1	3	10.25
2 US 702	Carson	1	2	6	5	2	15.75
3 US 743	Partridge	3.5	4	2	3	4	16.5
4 US 687	Walton	3.5	3	8	4	1	20.25
5 US 687	Cantwell	2	5	7	2	DNF	24
6 US 498	Keane	7	6	4	7	5	29
7 US 699	Marting	6	7	5	6	6	30
8 US 224	Kahn	8	8	3	8	DNS	37

## 1992 SANTA CRUZ INVITATIONAL

EIGHT BOATS ATTENDED THIS annual event and were rewarded with outrageous spinnaker rides caused by the famous Santa Cruz surf. Saturday morning the fleet was treated to winds 30-35 mph out of the northwest. If you were able to keep the water out of the boat on the windward legs you were at a great advantage.

Race 1 began with a big lift on the west side of the course and the strong wind causing three broaches and round downs at the jibe mark. The wind went fluky on the second weather leg and allowed the fleet to bunch up again—the leaders were not rewarded for their hard work. For Races 2 and 3 the sea breeze settled in and the Race Committee set windward/leeward courses. Mark Murray's crew of Rob Merz and Darcy Doyle demonstrated top spinnaker handling of the big chute and they won both races going away. Mark says, "jibe sets were the key."

Races 4 and 5 on Sunday were held in an 18-22 mph northwesterly. Andy Carsen lost second place for the Race 4 on the last leg when his crew went overboard. Reed Cantwell, in Gil Smith's former boat, overtook him for second. In Race 5 John Walton, with Ezra Culver and Billy Kivlen, finally put one together and led wire to wire.

## 1992 C.O.R.K.

Races 1 & 2: Wind SW 4-8 Knots KC 194 won the pin end both races and banged the left corner to round first at the top of the course each race. Others like Terry Nelson, David Baum, and Fritz Odenbach were successful

playing the left side of the course in these light conditions.

Races 3 & 4: Wind SSW 15-20 Knots The plan of the day was who could get a pin start and go as far left as possible even in some cases past the port tack layline because of favoring currents and move velocity on the left. If you had to bail out to the right early you would get burned. It made the races a follow-the-leader left on the upwind legs and occasionally some brave soul would try the right side and would always lose. Bruce Clifford, Dave Baum, and Bill Abbott having the best day.

Races 5 & 6: Winds 5-8 Knots building to 6-15 in Race 6. Abbott, Baum, and Koppernaes all in contention for the title with the latter two having a disappointing race to knock them out. Congratulations to Bill Abbott and Eric Koppernaes on qualifying for funding for the Canadian National Team.

## 1992 C.O.R.K.

August 22-25

Kingston

Sail	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total Points
1 KC 1	Abbott	2	9	4	1	2	4	37
2 KC 194	Koppernaes	1	1	3	12	9	2	41.7
3 US 809	Baum	8	3	2	3	1	16	50.4
4 KC 198	Clifford	5	7	1	6	6	1	46.4
5 US 804	Odenbach	4	2	5	4	5	7	52
6 US 767	Neilson	3	5	6	7	3	6	57.8
7 KC 197	Hall	7	6	17	2	10	3	72.4
8 KC 185	Beatty	10	4	8	17	11	5	88
9 US 725	Walker	6	8	10	5	8	10	81.7
10 US 726	Castle	9	10	9	8	4	9	83
11 US 739	Fischer	13	11	14	9	12	13	108
12 US 790	Tennity	14	18	7	19	13	11	118
13 US 735	Black	12	13	16	16	7	RET	120
14 US 814	Doyle	17	15	13	14	14	8	117
15 KC 188	Bissell	16	12	12	13	15	17	121
16 KC 189	Clarke	15	16	11	15	19	12	124
17 KC 155	Mackimmie	11	19	15	11	18	15	125
18 US 638	Wright	DNF	14	18	10	17	18	133
19 KC 171	Walters	18	17	19	18	16	14	138



## VINEYARD HAVEN FLEET

THIS FLEET NUMBERS SIXTEEN, ONE of the few club racing fleets. About twelve of the wet sailed boats are active, and the fleet efforts are directed towards keeping the boats in active hands.

The "Then Commandments" of one design sustenance are followed, with socials, sailaways, skippers helping others, mixed crewing for each other, certainly some competitive racing, and some rivalries in the middle and back of the fleet. The ten week summer schedule has about fifty races, a July, August, Wednesday, Championship, a thirty miler, a club women's championship (in its 55th year), regattas, and a no-spinnaker series with a sister club. Most do not partake in everything, but it's there.

Don Cohan has been incredible in his support. Over these twelve or so years he has downstreamed more than twenty suits of sails, spare booms, masts, poles, rigging et al. Others have

followed this example to a lesser degree.

The fleet manages this Vineyard Sound Soling Association inventory. We have eight suits of matched sails, good ones, assigned and tuned to particular boats, masts, etc. During any given summer the club hosts some four/five "borrowed boat" events for Southern Mass, Area A, or internal events with the boat rotation format. We have some garbage sails used by the sailing school when they borrow the boats.

The purpose is to be able to borrow boats without having to borrow the owner's limited inventory of racing and/or decent sails. When an event is to be held, individuals scour the loaned boat for preventive maintenance, including a free bottom scrub—an important problem to wet sailed boats with no reasonable hoist available.

Boat equalization is important. Last summer we hosted the Adams quarter and semi-finals, and a POW.

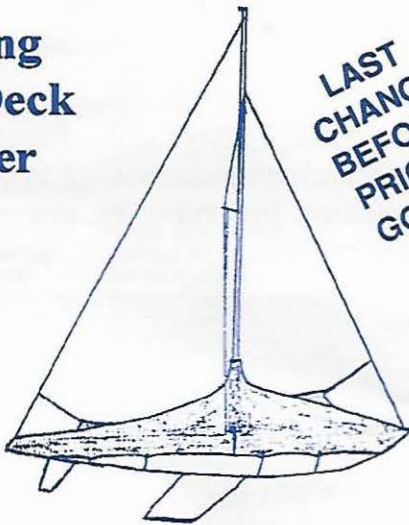
With sails as a controlled variable, boat equalization is very doable with the Soling.

Further, if the fleet really understands the sail inventory, sails can be sold to owners at fractional prices with the of using the sails in the "borrowed boat" events. This provides VSSA with money.

We need some six to eight storm spinnakers. We'd love some tax-free donations, but we can buy somebody's sails which will stay in the cellar for the next hundred years. Our experience says Storms work best for "borrowed boat" events, particularly for people unfamiliar with Solings, and we often find ourselves with those gorgeous 20-knot sou'westers.

Concluding, the Soling is an ideal fleet boat. Most people, most clubs don't think so—Olympic class, high tech, too athletic, etc. They are wrong. If we had to make the fleet decision again, our vote stays with the Soling.

### Soling Top Deck Cover

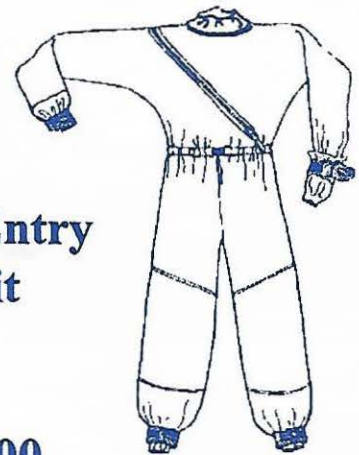


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**BOATS FOR SALE** — The USSA needs to know about boats for sale because of the many inquiries we receive from prospective buyers and will list boats for USSA members free of charge. The fee for non-members is \$10. Listings will run for four issues and will then be deleted unless otherwise indicated by the owner.

Please notify Rose Hoeksema when your boat is sold and please

supply the name and address of the buyer so we can keep him in the Soling family.

In listing your boat with the information described on this page, we assume a working trailer and at least one set of serviceable sails. If these items are not available, you should indicate same.

**US 79**  
1968 Plastrand (modified)  
Asking \$3,500  
Jim Mahaffy  
220 Nice Lane, #115  
Newport Beach, CA 92663  
714 646-1728

**US 210**  
1969 Abbott  
Asking \$5,000  
Pilot Marine Corp.  
904 S. Hampton Ave,  
Norfolk, VA 23510  
804 623-4148

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

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

**US 334**  
1969 Dufour  
\$2,500  
Philip Koeppe  
20762 Chaucer Lane  
Huntington Bch., Ca 92646  
714 964-2836

**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 419**  
1971 Plastrand  
Asking \$3,000 (OBO)  
David Bell  
Rt. 5, Box 367B  
Terrell, TX 75160  
214 563-1981  
903 560-1160

**US 423**  
1978 Abbott  
Asking \$11,000  
Annette Donovan  
321 E. Main Street  
Centerport, NY 11721  
516 385-1514 or  
516 228-9292

**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. Daagy  
23 B aysshore Drive  
Shalimar, FL 32579  
904 651-3078

**US 581**  
1972 Abbott  
Asking \$4,850  
Larry Jesse  
511 Cincinnati  
El Paso, TX 79902  
617 435-1617

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

**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 644**  
1969  
Asking \$4,500  
(or best offer)  
Art Thomson  
1309 Court Street  
Port Huron, NY 48060  
313 984-1908

**US 645**  
1975 Abbott  
Asking \$7,500  
Bob Baldino  
223 Contra Costa  
Pt. Richmond, CA 94801  
415 232-9145

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

**US 743**  
1983 Abbott  
Asking \$7,000  
Bill Claussen  
415 284-5468

**US 745**  
1982 Borresen  
Asking \$7,500  
Norman G. Owens  
2414 Baycrest  
Houston, TX, 77058  
713 333-5952

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

**1976 Abbott**  
Asking \$6,000  
R.F. Pickels  
142 Park Terrace  
Sherrill, NY 13461  
315 363-2046 (H)  
315 363-8800 (O)

**US 761**  
1984 Abbott  
Asking \$14,000  
Bruce Cameron  
9 Shadow Pines Drive  
Penfield, NY 14526  
813 454-3839  
(October thru April)  
716 381-6947  
(May thru September)

**US 770**  
1984 Abbott  
Asking \$14,000  
Dan Crowley  
1250 Bixby  
City of Industry, CA  
818 333-306

**US 766**  
1984 Abbott  
Asking \$10,500  
Hutcheson/Mosbacher  
1109 Nantucket Street  
Houston, TX 77057  
713 229-1379  
713 467-3540

**US 776**  
1978 Abbott  
Asking \$8,000  
Mary Wolf  
351 Linden  
Winnetka, IL 60093  
708 446-2293  
708 441-8330

**US 778**  
1985 Abbott  
Asking \$17,000  
Doug Young  
729 Warren Drive  
Annapolis, MD 21403  
410 263-6986

**US 794**  
1987 Abbott  
Asking \$19,000  
Greg Gondran  
214 722-3202 (H)  
214 205-7794 (O)  
(Alum. trailer, Abbott  
trailer boxes, 2 covers,  
new North sails)

**KC 91**  
1975 Abbott  
Asking \$4,000 US  
Adam Kassel  
24 Rosemary Lane  
Toronto, ONT M5P 38

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

**KC 187 (former KC 1)**  
1987 Abbott  
Asking \$18,000  
Andrew Misener  
P.O. Box 5771  
Brown University  
Providence, RI 02912  
401 521-7238

**KC 201**  
1991 Pittecrow  
Asking \$23,000  
Hans Fogh  
2242 Lakeshore Blvd. W.  
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416 257-9644 (O)  
416 769-7867

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### 1992 Schedule of Events

October 3-4	O'Day Regatta	Chicago, IL
October 3-4	Persephone Plate Regatta	Oyster Bay
October 24, 25, 26	Fall Soling Bowl	Annapolis
October 8-9-10-11-12	North American Championship	Houston

### 1993 Schedule of Events

August 28-31	North American Championship	Rochester
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### NOTICE OF MEETING

**THE ANNUAL MEETING OF THE USSA  
WILL BE HELD AT THE HENSTON YACHT CLUB  
DURING THE 1992 NORTH AMERICAN CHAMPIONSHIP.  
THE MEETING WILL COMMENCE AT 6:00 P.M. ON FRIDAY,  
OCTOBER 9, 1992 AND RESUME SATURDAY MORNING,  
OCTOBER 10 AT 7:00 A.M.**

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