

# LEADING EDGE

PUBLICATION OF THE UNITED STATES SOLING ASSOCIATION

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FALL 1993

## WILMETTE RACE WEEKEND DRAWS 38 SOLINGS

**(KENNEDY & JANUARY  
PREVENT 40 BOAT  
TURNOUT)**

by Craig Warner

IT WAS MORE THAN WE COULD hope for. This year Race Weekend drew 38 Solings making it one of the best Race Weekends ever. It's always refreshing to see a horde of Soling crews guarding the beer truck and not letting any of the J crews near. Hans Fogh emerged as the winner of the regatta and he also won his second Noble Trophy.

Light breezes dominated this three day event. Local favorite Kent Heitzinger drew first blood with a win in race one. He was unable to hold off Dave Baum and Bruce Clifford who were hot on Fogh's tail. B fleet action saw three Lake Michigan boats (Fred Joosten, Don Crysdale, and Dave Williams) walk away with the trophies.

This year's annual party at Tom Murphy's was made memorable as Tom had his complete Ferrari collection on display. Tom claimed that one of them could do close to 300 mph. A few more beers and I am sure that we could have talked Tom into giving us a demo. A special thanks to Diane Cotsirilos (wife of Steve, USA 690) for

### 1993 WILMETTE RACE WEEKEND Sheridan Shore Yacht Club July 20 - August 1, 1993

Boat	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Total Points
<b>Fleet "A"</b>							
1	CAN 201 Fogh	2	3	7	1	6	19
2	USA 809 Baum	4	9	1	8	2	24
3	CAN 202 Clifford	3	1	4	6	10	24
4	USA 743 Madrigali	17	2	9	3	1	32
5	USA 802 Kamps	8	5	6	11	5	35
6	USA 725 Walker	9	8	11	2	7	37
7	CAN 204 Beatty	11	4	16	7	8	46
8	USA 807 Hoeksema	5	6	3	25	9	48
9	USA 815 Grunsten	6	15*	5	18	3	55
10	USA 717 Butz	12	7	24	4	11	58
11	USA 785 Heitzinger	1	11	18	15	14	59
12	USA 639 Crysdale, Dave	13	10	19	10	13	65
13	CAN 203 Wright	15	18	15	13	12	73
14	USA 676 Ahn	14	17	2	21	29	83
15	USA 731 Horsch	10	26	21	16	18	91
16	USA 431 Johnsson	18	13	23	22	23	101
<b>Fleet "B"</b>							
1	USA 759 Joosten	25	12	14	5	17	73
2	USA 763 Crysdale, Don	26	14	17	14	16	87
3	USA 768 Williams	23	19	20	9	22	93
4	USA 682 Slater	20	24	12	19	20	95
5	USA 755 Stearns	27	16*	26	23	4	104
6	USA 541 Conrady	21	33	22	12	19	107
7	USA 808 Murphy	28	31	13	20	15	107
8	USA 758 Lane	29	21	10	28	25	113
9	USA 792 Buerger	19	23	28	24	21	115
10	USA 816 Floyd	30	32	8	26	27	123
11	USA 700 Sobczak	34	27	31	27	26	145
12	USA 776 McCarron	33	25	27	30	31	146
13	USA 697 Feder	16	22	DNC	36	DNC	152
14	USA 584 Barry	22	29	33	31	DNC	154
15	USA 692 O'Donnell	24	30	30	35	DNC	158
16	USA 737 Zieserl	31	28	34	33	DNC	165
17	USA 631 Herr	DNC	DNC	32	29	32	171
18	USA 50 Walsh	DNC	34	29	32	DNC	173
19	USA 628 Slaght	DNC	DNC	35	37	30	180
20	USA 690 Cotsirilos	32	DNF	36	34	DNC	180
21	USA 610 Minton	DNC	DNC	DNC	DNC	28	184

\*20% Penalty = 8

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With the above-mentioned number of Solings plus seven other classes totalling some 115 boats, some interesting moments took place out on the race course. In race one, Steve Bobo (USA 605) was five around the first weather mark. He was so excited that he had his crew member Scott Evans take a picture of the 30 Solings behind him. Dave Slaght (USA 628) misjudged his overlap rights and was simultaneously rammed by five boats. Tim McCarron (USA 766) skippered his first Soling regatta! We thank him for his fine use of the English language and the new phrases he taught us to inspire our crews (call George Ahn for details). Max Slater (USA 682) spent most of the weekend trying to beat USA 740 which he thought was me (740 is my old sail number). Only after countless verbal barbs that he hurled at Scott Feder did he realize that it wasn't me. (USA 740 still took him two out of three races she sailed!) I thought the best moment occurred just prior to race five. The R/C threw out two J's that were in our start area.

All in all, it was a great series of races. We loved the turnout and look forward to having each one of you back next year. Thanks again for the support.

a great job of setting up dinner. Another positive note about the party was that Jim Beatty (CAN 204) didn't traumatize the Murphy's neighbor's dog.

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## LEFT COAST ON THE NORTH COAST

by Mike Tennity

ALL THE INGREDIENTS WERE THERE: the best of the North American Soling fleet with 40 boats in all, a full range of racing conditions, an aggressive schedule for ten races, solid local sponsorship and good parties to boot. Larry Klein emerged as North American Soling champion for 1993 in one of the most exciting and hotly contested events in awhile.

Day one brought a steady four to six knots out of the north, a smooth lake, with pressure varying from side to side. Klein carried the first race with local ace John Odenbach and Canadian Bruce Clifford next. Doug McLean won the second race with Curtis, Fogh and Madrigali following. With two races concluded, it was quite evident how keen the competition was to be. Four boats were at the top within a couple of points: Dave Curtis by two points; Larry Klein, John Odenbach, and Bruce Clifford tied in second. And it may have been a lot more crowded if it were not for premature starts in the first race by Madrigali and Fogh. The fleet retired to drafts and a chicken barbecue on the lawn for the evening.

Day two started with a more typical southwest (offshore) breeze; eight to twelve knots with more pressure as you headed in. Klein took the first race with a commanding lead, followed by the Colemans, Charlie Kamps, and Madrigali. After several thwarted starts with shifting breeze, steady pressure closer to shore allowed the race committee to get the second race off. A 80 degree shift at the bottom of the third leg and a dying breeze in shore on the last leg made for a bit of keno. The Coleman brothers showed their past mastery of Rochester racing with a 2-1 for the day, with local legend Jerry Castle, Curtis and McLean following in the second race. For the regatta, that puts Curtis up by six points over Klein and Colemans

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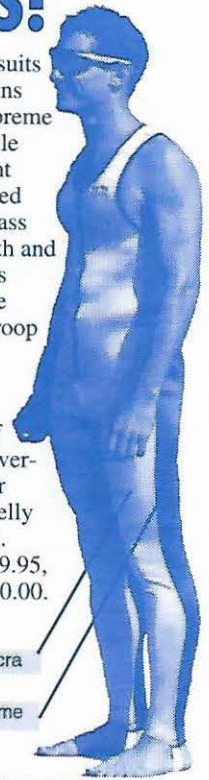
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close in third. The fleet relaxed to a pool party and drafts for the evening.

The breeze really filled in for day three, a steady southwester, 15-20+ knots and four to six foot seas, and requisite breakdowns. Hans Fogh kicked it into gear, especially downwind, with a 1-3-1 for the day as well as Yandell Rogers with beginning his day with a 3-2. What may have been a turning point of the event was the last race that day. Curtis fell from an early lead to finish ninth. Solid performances were turned in by Klein (5-1-3) and Madrigali (4-5-4). With big breezes, sunshine and three races behind them, it was a happily tired fleet that retired to the Shadow Lake Country Club for a big feast and games hosted by Bausch and Lomb.

Light, fluctuating pressure, a shifting breeze, and left over seas made Sunday a real test to shake out the best. Canadians Clifford and Fogh were 1-2 in the first race with locals Fritz Odenbach and Dave Baum next.

Klein, still with the lead in the regatta, and a not so solid first race, could not have been thrilled when the race committee, with adequate conditions and sticking to the schedule, sounded the horn for another race. His response was picking his way through the shifty conditions for a first, followed by Koppernaes, Madrigali, and Rochester's Jerry Castle.

So with a bit of true grit, Larry Klein took the regatta. A remarkably consistent performance by Jeff Madrigali earned him second, and Hans Fogh roared through the last two days to take third. Solid race management scored three homers, three triples, a double and a coin toss for nine races in four days. Local sponsors led by Bausch and Lomb buoyed the traditional Rochester hospitality, and a great time was reported by all. We look forward to seeing you all back on the North Coast next summer!

**1993 NORTH AMERICAN CHAMPIONSHIP**  
**Rochester, New York**  
**August 26-29, 1993**

			Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Total Points
1	USA 801	Klein	1	9	1	16	5	1	3	10	1	21
2	USA 743	Madrigali	PMS	4	4	11	4	5	4	5	3	29
3	CAN 201	Fogh	PMS	3	21	15	1	3	1	2	6	31
4	USA 785	Curtis	6	2	8	3	2	7	9	7	7	34
5	USA 805	McLean	13	1	20	4	6	9	14	8	9	48
6	CAN 194	Koppernaes	8	6	17	32	7	10	5	13	2	51
7	USA 811	Coleman	10	17	2	1	13	4	6	17	17	53
8	CAN 202	Clifford	3	7	24	17	10	8	12	1	18	58
9	USA 747	Rogers	18	10	33	6	3	2	13	21	10	62
10	CAN 204	Beatty	14	16	10	5	9	6	2	PMS	26	62
11	USA 804	Odenbach, F	15	14	9	12	15	12	16	3	21	80
12	USA 688	Odenbach, J	2	8	14	PMS	21	20	11	15	11	81
13	USA 739	Fischer	4	27	11	33	14	21	7	11	15	83
14	USA 802	Kamps	32	12	3	18	8	13	22	8	24	84
15*	USA 726	Castle	20	30	25	2	12	19	21	14	4	92
16	USA 814	Doyle	PMS	11	12	13	16	15	8	18	27	93
17	USA 815	Grunsten	5	21	19	10	20	23	15	12	14	95
18	USA 766	Hutcheson	1	18	7	29	11	11	23	16	23	97
19	USA 803	Wadsworth	7	5	15	14	18	18	24	DNS	DNF	101
20	USA 809	Baum	PMS	28	32	7	19	17	20	4	8	103
21*	USA 767	Hunt	9	20	26	19	DNF	DNS	18	9	5	106
22	KC 200	Abbott, Sr.	27	23	6	8	17	18	10	28	30	107
23*	CAN 203	Wright	21	33	27	9	23	14	17	24	20	128
24*	USA 790	Tennity	24	22	5	21	DNF	DNS	26	26	33	157
25*	US 676	Ahn	12	25	13	30	33	DNF	DNS	31	13	157
26*	USA 756	Wilson	26	13	30	23	DNF	DNS	19	34	12	157
27*	USA 717	Butz	22	15	29	PMS	24	25	DNF	32	16	163
28*	CAN 189	Clark	28	35	16	26	25	22	27	29	22	166
29*	USA 761	Cameron	16	19	18	34	32	30	31	30	31	175
30*	USA 700	Kondo	31	26	23	20	22	29	30	25	32	175
31*	USA 164	Carrico	23	24	36	31	28	27	25	19	DNF	177
32*	USA 660	Vickery	25	34	22	DSQ	27	26	32	20	28	180
33*	CAN 155	MacKimme	PMS	29	31	24	30	28	29	22	19	181
34*	USA 639	Crysdale	19	36	37	22	34	32	DNF	27	25	195
35*	USA 812	Sullivan	17	32	28	27	31	DNS	DNF	36	34	205
36*	USA 799	Polidor	PMS	37	34	28	26	24	28	35	35	210
37*	USA 685	Zimmerman	29	31	35	35	35	DNF	34	23	29	216
38*	USA 733	Herrick	30	38	38	25	29	31	33	33	DNF	219
39*	USA 731	Horash	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNS	DNF	280

\*Red Division

**1993 FIRECRACKER  
REGATTA  
ROCHESTER, NEW YORK**

**HOT DOG DAY AFTERNOONS**  
greeted 25 Solings to the 26th Annual Firecracker Regatta in Rochester, New York over the 4th of July weekend. Fortunately, the thermals of Lake Ontario built each day and nearly perfect conditions would arrive by mid-afternoon.

After numerous postponements due to the building seabreeze, race one was finally started by a chunk of impatience by boats. This led to the

race committee tossing seven boats for PMS. This, along with a few DSQs, mixed the first day's results with John Odenbach and Denis Doyle leading after three races.

Day two was delayed again for the breeze to build and it did to a beautiful easterly of 8-12 knots with a little chop. Hans Fogh was the most consistent of the day sailing smart as always and finishing strong with a 1-4-2. This put him in a tie after six races with Bruce Clifford of Canada, sailing his brand new Abbott Soling, who had won two races the day before.

Only one race was possible on the final day as everyone cooked when the temperature hit 95 degrees. Finally, at high noon, the easterly filled in to get the finale started. Fogh sailed up the middle to a conservative lead as Clifford was stuck back in the pack. The only threat was by Odenbach who stayed close but could not pass the master.

As always everyone had a great weekend enjoying the hospitality of the Rochester Yacht Club and all were planning to return for the Soling North Americans August 25-29.

**1993 FIRECRACKER REGATTA  
Rochester, New York  
July 3-5, 1993**

	<b>Boat</b>	<b>Skipper</b>	<b>Race 1</b>	<b>Race 2</b>	<b>Race 3</b>	<b>Race 4</b>	<b>Race 5</b>	<b>Race 6</b>	<b>Race 7</b>	<b>Final Points</b>
1	CAN 181	Fogh	5	DSQ	2	1	4	2	1	15
2	USA 688	Odenbach	3	5	3	4	10	1	3	19
3	USA 811	Coleman	2	6	5	5	1	8	2	21
4	CAN 202	Clifford	PMS	1	1	6	3	3	9	23
5	USA 809	Baum	9	7	4	2	6	6	7	32
6	USA 725	Walker	4	9	11	3	7	7	8	38
7	CAN 185	Beatty	7	4	7	9	13	4	DNS	44
8	USA 714	Doyle	1	2	9	18	9	19	11	50
9	USA 790	Tennity	8	16	14	10	2	13	10	57
10	CAN 203	Wright	13	12	10	7	12	14	4	58
11	USA 804	Odenbach	6	19	19	8	5	16	5	59
12*	CAN 736	Bruce	PMS	15	8	17	11	11	6	68
13*	USA 717	Butz	12	18	12	11	15	5	16	71
14	CAN 189	Clark	11	11	13	16	14	10	DNS	75
15	USA 773	Moran	10	3	6	13	DSQ	22	DNS	80
16*	USA 812	Sullivan	14	8	18	23	18	15	12	85
17*	USA 637	Burhans	PMS	13	16	21	16	9	13	88
18*	USA 431	Johnson	PMS	10	15	12	17	12	DNS	92
19*	USA 660	Vickery	15	17	20	14	19	17	18	100
20*	USA 756	Wilson	PMS	21	22	15	8	DNS	14	106
21*	CAN 171	Gougeon	PMS	14	17	20	20	21	17	109
22*	CAN 155	MacKimme	17	24	21	19	21	23	17	116
23*	USA 614	Phillips	16	20	25	24	22	18	20	120
24*	CAN 188	Bissel	PMS	23	24	22	23	20	19	131
25*	USA 685	Zimmerman	18	22	23	25	24	24	21	132

\* Division B

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**1993 ATLANTIC COAST CHAMPIONSHIP**  
**Vineyard Haven, Massachusetts**  
**August 12-14, 1993**

Boat	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total Points
1 CAN 193	Cohan	3	4	.75	2	.75	3	9.5
2 USA 729	Seeley	2	2	9WDR	.75	5	.75	10.5
3 USA 717	Butz	.75	3	2	4	2	4	11.75
4 USA 756	Wilson	7	.75	4	3	4	2	13.75
5 USA 660	Vickery	5	5	3	5	3	6	21
6 USA 510	Duane	4	6	5	6	6	5	26
7 USA 577	Jaena	8	8	6	7	7	7	35
8 USA 771	Brown	6	7	7	8	8	8	36

**1993 ATLANTIC COAST CHAMPIONSHIP**

*by Harry Duane*

IT WAS A VERY TIGHT REGATTA, ALL dependent on the last leg of the last race among three boats. Cohan won, but far from dominated.

It was the first time we had to cope with three light air days, waiting for sea breeze to fill in. And only

managed six of seven scheduled races. We've had some heavy air racing this summer, but more light stuff than usual.

A New England Women's Match Racing Championship is in the making in Solings. We were set and had scheduled this year, but USSA and NEYRC couldn't get their end organized.

**1996 OLYMPIC GAMES FORMAT**

*by Sam Merrick*

THE SPRING ISSUE OF *LEADING EDGE* and the May issue of *Soling Sailing* provide plenty of background information on this subject, with various scenarios, from too little fleet racing to too much match racing—either being harmful to the Class' principal constituency and occupational commitment to racing in its traditional fleet format.

The special working party appointed by IYRU (chaired by the President of US Sailing, Bob Hobbs) with the mission of designing the shape of the yachting events near Savannah has come up with what is expected to be a final version for 1996. The working party met in London August 24th and 25th.

For Solings, it will be four days of fleet racing, two per day (70-120 minute size), two races per day totaling

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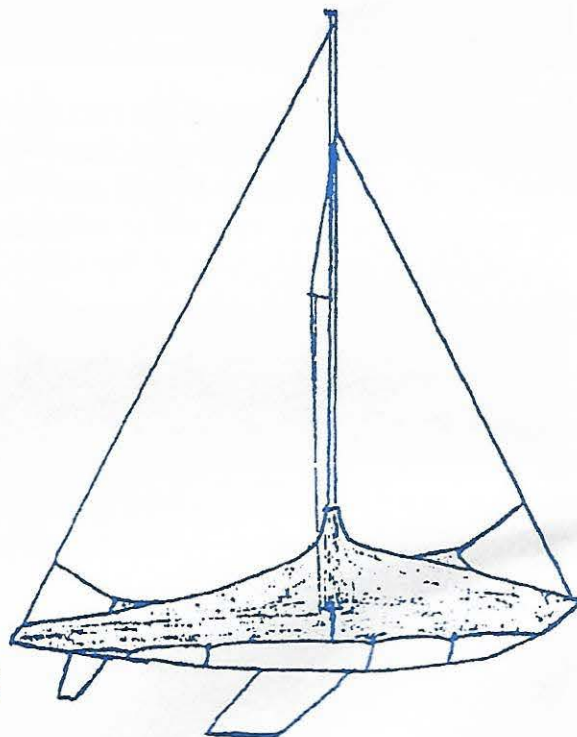


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eight, and use of spare or lay days (probable) to reach the total eight. The top-ranked six crews form the fleet racing then move into the match racing phase of the competition for two days, as follows: those ranked 3-4-5-6 in the concluded fleet racing will pair off third versus sixth, and fourth versus fifth. The winner of each set will then enter the semi-finals against the seeded top two fleet racers; these four will then be paired off to designate the match racing finalists, the gold and silver medalists. The bronze medal, of course, will be determined by a race-off between the two semi-final losers.

This format preserves the importance of fleet racing as a factor in winning a gold medal. A hot shot match racer unpracticed in the gentle art of Soling fleet racing, will have to participate in substantial Soling competition as a condition to entering the match racing phase of the event, especially to become one of the semi-final seeds.

Some of the fine print is still missing, such as the shape of the courses, weather contingencies on completing the needed races, etc. The fleet racing will take place in the open ocean; match racing in the more sheltered estuary of the Wilmington River.

Of interest to Americans in the smaller boat classes, such as boards, 470s and Finns, an automatic entry is given to the host country. The number of entries for Solings, Stars, FDs, and Tornadoes will be held at Barcelona size, so there should be little problem in qualifying.

Still ahead, let's not forget, is the Olympic year 2000 when a "shake up" in the yachting picture is in the cards. We'll keep you posted.

### **THE ABBOTTS TAKE A SWIPE OUT OF CRIME**

*by Craig Warner*

**BILL ABBOTT RECENTLY PAID OUR**

great city of Chicago a visit. Bill and his wife Joanne were taking the subway to meet up with Richard Grunsten (USA 815) to crew on his Tripp 40. Although Chicago has many fine attractions, it also harbors its dark side.

As Bill and Joanne were going up the escalator Bill noticed a suspicious female standing at the top of the landing. She, as it turned out, was part of a three-person mugging team. Before Bill knew what happened, the female hit the emergency stop button and Bill was immediately sandwiched by two assailants. One grabbed Bill while the other groped for his wallet (at least that's what we think he was after).

The attack plan was flawless, except Joanne stood ready to foil their plans. As it turned out the real reason for their Chicago trip was to deliver the stainless steel tube frames to my spinnaker bags. Seeing that her beloved husband was in a tough spot she collared one of the bad guys with



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the spinnaker bag frames. The half inch steel bar cut off the attacker's balance, not to mention his air and blood supply. Bill took advantage of the moment to deliver a blow to that part of the mugger's body which put his reproductive system in question for future operation. The rest of the attackers lost heart and beat a hasty retreat. Luck was on our side and you'll be happy to know that the spinnaker bags survived the ordeal and are working just fine.

The lesson of the story is this. When in Chicago, take a cab and avoid muggers with a high-pitched voice.

## THE REALITY OF CAMPAIGN FUND RAISING

by Bill Shore

*Chairman, Olympic Yachting Committee*  
U.S. SAILING'S OLYMPIC YACHTING Committee is pleased to announce that the 1993 roster of U.S. Sailing Team members—talented sailors representing all eight of the Olympic classes (ten divisions) for 1996—is complete.

A member of the U.S. Sailing Team achieves his or her status by sailing well enough to be class ranked in the top five for the year. Each class has its own ranking system, based on competition standings and attendance at specific ranking regattas. It is a long, hard haul to get to the top of the rankings, and once a sailor is there, the work really begins.

For starters, the sailor must think about maintaining or bettering his position, not just competitively but also financially. For most Team members, even at this early stage in the Olympic quadrennium, bills have already begun to stack up. After hauling a boat around the country to the required regattas, maintaining equipment, buying necessary new sails and gear, and feeding and housing crew, the

reality that competitiveness cannot be unpaired from fiscal need has set in.

This is why many of you will receive—if you have not already—Olympic campaign solicitations from local sailors or sailors that you know. When someone makes it onto the U.S. Sailing Team, he or she does indeed get support, including financial assistance, through the OYC (Olympic Yachting Committee), but this only makes a dent in the sailor's long-term needs. When you do receive a request for financial support, think about the reality of the sailor's situation and be educated about how you might round out the support offered through the OYC.

Through the OYC, members of the U.S. Sailing Team receive grants from the U.S. Olympic Committee. These grants range from \$1,000-\$5,000 and are based on rankings and/or performance in world events. A sailor can do anything with these funds, including buy a new boat. Health Insurance, Tuition, Olympic Job Opportunities, and Special Assistance Grants are also offered by the USOC and managed by the OYC.

The OYC also supports Team members through programs devoted to coaching, technological development, shipping and event logistics, sponsor clothing/equipment acquisitions, and campaign awareness.

The second financial source for sailors is U.S. Sailing Foundation (USSF) grants. Further information on USSF grants can be obtained by contacting Jonathan Harley at U.S. SAILING (Box 209, Newport, RI 02840; 401-849-0220).

It is clear why private solicitation is many times the largest, most needed source of income for funding a campaign. Dedication to an Olympic campaign means lots of hard work, but not behind a desk and usually not with a pay check delivered at the end of the month. Like most brave endeavors, reaching for the Gold takes time and

money. We cannot fall into the mindset that a sailor soliciting private funds is a professional or that he will gain by selling off his equipment—which he acquired with donated dollars—at the end of a campaign. More often, our best-funded athletes come home from the Olympics with medals around their necks and a deep debt to pay off. It is ironic, perhaps, that these same U.S. representatives are asked to gear up for another Olympic campaign before they've had a chance to catch up from the last one. But this is the reality that both the sailors and the OYC—in planning for the future—must face. It is a reality that says sailors need support in the form of private contributions every step of the way.




# 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 the facing 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 207  
US 200  
1970 Plastrand  
1972 Plastrand  
Asking \$2,500 each  
(Rrainers, extra Sails)  
Casper R. VanDien  
170 Bayshore Court  
Punta Gorda, FL 33950  
813 637-5947 (H)  
813 639-7492 (H)

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 Koopp  
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 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. Daly  
23 Bayshore Drive  
Shalimar, FL 32579  
904 651-3078

US 545  
1972 Abbott  
Asking \$4,500  
Diane Schroeder  
9294 N. 70th St.  
Milwaukee, WI 53223  
414 792-3141 (O)  
414 354-5706

US 581  
1972 Abbott  
Asking \$4,850  
Larry Jessee  
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 696  
1978 Abbott  
Asking \$5,000  
Lee Gossage  
15704 Deerfield Court  
Orland Park, IL 60462  
708 403-2442

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 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 757  
1983 Abbott  
Asking \$12,000  
Russell Norburn  
Box 51265  
Durham, NC 27717  
919 493-4064

US 761  
1984 Abbott  
Asking \$10,000  
Bruce Cameron  
9 Shadow Pines Drive  
Penfield, NY 14526  
813 454-3839  
(October thru April)  
716 381-6947  
(May thru September)

US 765  
1984 Abbott  
Asking \$11,500  
Sam McHard  
Chip Baker  
3415 Overbrook  
Houston, TX 77027  
713 552-1896  
713 782-1938

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

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)

KC 27  
1969 Abbott  
Asking \$3,000 (Canadian)  
Stan Molak  
416 233-8871 (Aft. 5 p)  
Phil  
416 825-1275 (Aft. 6 p)

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 171  
1981 Abbott  
Asking US \$7,500  
David Walters  
484 Avenue Road  
Apt. 602  
Toronto, ONT M4V 2J4  
416 922-7887  
416 366-2600

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 194  
1990 Borresen  
Asking \$25,000 (firm)  
Eric Koppernaes  
1248 Bedford Highway  
Bedford, NS B4A 1C6  
902 835-2394 (h)  
902 835-8348 (o)  
902 835-0134 (Fax)  
Free delivery within  
reason

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

1972 Soling  
Asking \$2,500  
Bub & Janet Dillon  
7710 Wellshire Place  
Seneca, SC 29678  
803 882-6572 (H)

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

Needed: Soling & spars  
We need another racing  
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and in regional Soling  
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soon for charitable  
donations and we really  
need your help. Please  
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bring new sailors into the  
world of competitive Soling  
racing. Please contact Keiji  
Kondo (414 962-7731) or  
Neil Sobczak (414 964-  
2086)

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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 \_\_\_\_\_ # \_\_\_\_\_

## 1994 Schedule of Events

January 21-23	Olympic Classes Regatta	St. Petersburg, FL
January 23-26	Olympic Classes Regatta	Miami, FL
April 8-10	Alamitos Bay OCR	Long Beach, CA
April 14-17	US Championship	Punta Gorda, FL
July 25-31	Pre-Olympic Regatta	Savannah, GA
August 12-14	Atlantic Coast Championship	Vineyard Haven

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# ANNUAL MEETING OF USSA



Saturday

November 13, 1993

Chicago Yacht Club

Monroe Station

11:00 a.m. - 4:00 p.m.



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