

SNIPE

BULLETIN



JUNE 1982



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SNIFE BULLETIN

(USPS 611-500)

SNIFE CLASS
INTERNATIONAL RACING
ASSOCIATION

JUNE 1982
Vol. XXXI No. 6

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PUBLICATION INFORMATION

Published monthly by Snipe Class International Racing Association, Incorporated, (not for profit). Forms close on the 1st of the month preceding publication. Material received after that date will not appear until later month.

Printed in the U.S.A. at Chattanooga, Tennessee. Second-class postage paid at Hixson, Tennessee and at additional mailing offices.

ADVERTISING

Contract rates furnished upon application.

SUBSCRIPTION

\$8.00 per year. \$8.00 of the amount of dues in SCIRA are paid for a year's subscription to the SNIFE BULLETIN.

CHANGE OF ADDRESS

Notify Snipe BULLETIN of any changes, both old and new addresses complete with zip code. Allow a month to become effective.

North Americans Slated For California

Rear Commodore Doug DeSouza is chairman of the 1982 North American Championship to be held October 1st through 3rd at Mission Bay Yacht Club, San Diego, CA.

A schedule will be published in a later issue of the BULLETIN. For more information write: Doug DeSouza, 2918 LaCresta Dr, San Diego, CA 92107. Phone 224-3825.

Circular Letter: Correction To Rule Book

Pertaining to SCIRA Rule Book 1980-1983:

It has been brought to my attention that the dimension of 8' 4 7/8" from the forward edge of the stripe on the boom should actually go to the aft edge of the sail slot in the mast rather than to the inside aft edge of the sail slot, projected downward, as now specified in paragraph number 43.

This error crept into the restrictions some years back, and the change in method of measuring above is actually no change, since it is correct in limiting sail dimension to what it always has been.

T.A. Wells

Chairman of the Rules Committee

THE COVER

Dave Chapin and Scott Young shown on a fast plane with the jib bowed out, main in perfect trim, and the boat flat. With a perfect demonstration of boat trim, we should all be as fast as Dave. Photo by Orosman Pingaro, Montevideo, Uruguay.

THE SCORE

Twenty-six numbers were issued last month with 20 going to Spain. Four went to the U.S.A. and two to Portugal. No new fleets were chartered in the period.

Numbered SNIPES— 25219
Chartered Fleets — 785

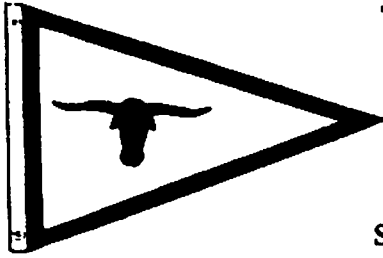


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1982 U.S. NATIONAL CHAMPIONSHIPS
Fort Worth Boat Club
July 30-August 6, 1982

Schedule outline:

July 30
 July 31-August 1

Junior Measuring
 Jr. Nationals & Sr. Measuring

Regatta Chairman:
Pete Fenner
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 Richardson, TX 75081
 (214) 231-7289

Measurement closes at 1700 hours, August 1

August 2-3
 August 4-6

Crosby Series
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REGISTRATION FORM
1982 U.S. NATIONAL CHAMPIONSHIP

Must be received by July 16, 1982

- U.S. JUNIOR CHAMPIONSHIP. No entry fee. Birth date: Skipper _____ Crew _____
 Skipper and crew must not yet be 20 years old on December 31, 1982.
- U.S. NATIONAL CHAMPIONSHIP. \$40 ENTRY FEE. SEND REGISTRATION AND FEE TO SCIRA, PRIVATEER ROAD, HIXSON, TENNESSEE 37343. MUST BE RECEIVED BY JULY 16, 1982.

Please print:

Skipper _____ Crew _____

Address _____

Yacht Club _____ Fleet Number _____

Sail Number _____ You must sail with your own sail number. If you will sail a chartered or borrowed boat, give the following information:

Owner _____ Boat Number _____

The boat I will sail has a: Class Certificate Green Card Fleet Certificate Moment of Inertia Measurement

The Builder of the boat is _____ Year Built _____ Color Hull _____ Color Deck _____

IF HULL MEASUREMENTS ARE NEEDED, PLAN TO ARRIVE BY FRIDAY, JULY 30.

I hereby agree to abide by all Snipe Class and USYRU rules, and release Ft. Worth Boat Club, its officers, members, employees and members of the Race Committee from all liability by reason of injury whether to the yacht entered above or to myself, my crew, or my guests.

Signature of Skipper _____ Date _____

I certify that this entrant is a member in good standing with SCIRA, and that he has sailed in at least 5 point score races or 5 sanctioned regatta races this year and that he comes within the limit of one skipper for each 5 active Snipes or major fraction thereof in the fleet.

Signature of Fleet Captain _____ Date _____

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Davis Repeats Ramel Memorial Win

Henry Davis broke up two brother acts on his way to winning the Joe Ramel Memorial Regatta for the umpteenth time. Doug Goppert in 24111 and Tom Goppert in 21806 broke loose at the start of the first race and were never threatened as they finished one-two. It looked like a winning opportunity for Doug who had come within a point of beating Davis at Omaha, but in the second race Davis overtook Rick O'Brien sailing 20650 and Mike O'Brien in 24170 for a first place and a thin overall lead.

Midway thru the race Goppert was still back in the pack, but seeing some new wind he sailed up to the shore that all others were avoiding and was rewarded with a private breeze that propelled him into fourth, enough to stay in contention. On the first beat of the final race, Davis worked out of the pack to lead at the windward mark. Goppert worked his way up to second by the final beat, but was

unable to close the remaining 75 yards that lay between his boat and Davis.

The winds for the event were moderate to light and the weather was splendid to the great relief of the race committee as there had been zero winds for the preceding week.

Visiting skippers and crews were treated to a complementary buffet Saturday evening at Lou and Sonja Joline's rustic

lakeside lodge. A brunch at the Missouri Yacht Club accompanied the awards ceremony where the top ten boats received trophies and decorated paddles. At ten dollars a boat, the Lotawana regatta ranks with the five cent cigar as one of today's great bargains.

*Lou Joline
Snipe Fleet 49*

JOE RAMEL MEMORIAL REGATTA (Top 10 of 23 entries)

Boat	Skipper/Crew	Club	Places	Points	Finish
24101	Henry Davis/Scott Ruff	Omaha	3-1-1	5.7	1
24111	Doug Goppert/Rita	Lotawana	1-4-2	11.0	2
24170	Mike O'Brien/Jon Skoog	Omaha	4-3-5	25.4	3
23757	Doug Day/Ray Kuntz	Lotawana	6-6-4	34.0	4
20650	Rick O'Brien/Jon Rood	Omaha	8-2-10	35.0	5
20013	Martin Bebb/Pati Cox	Sequoia	16-7-3	42.7	6
20402	Lou Joline/Sonja	Lotawana	5-11-8	44.7	7
17151	Bruce Hurst/Rachael DeArman	Tulsa	12-8-7	48.0	8
21806	Tom Goppert/Lori	Lotawana	2-15-16	48.0	9
24025	Bob Fugit/Tom Schroder	Wichita	7-9-13	50.0	10

B FLEET

24696	Jon Lohmeier/Phil Wagoner	Quivira	1-1-2	3.0	1
21096	Delmar Tucking/Shirley Abney	Topeka	3-4-1	13.7	2
24104	Richard Evner/Doug Gregar	Lincoln	2-3-3	14.4	3
21828	Wayne Preston/Joe Payne	Quivira	5-2-5	26.4	4
24099	Brian Hobbie/Lew Kavan	Lincoln	4-7-4	30.0	5
22366	Dick Moulton/Mary Christensen	Lincoln	6-6-6	39.0	6
19998	Mike Jones/Reuben Saunders	Lotawana	7-5-7	39.7	7

Gusty, heavy air prevails at Lake Quivira

Lou Joline Captures Heart Of America

All the elements for an exciting, challenging and fun filled weekend were present at the Lake Quivira, Kansas Regatta held June 13-14, 1981. A number of key visitors joined us on our 25th Anniversary Celebration. Commodore Paul Festersen, Dick Goppert (our District Governor), Lou Joline, Doug Goppert, and Jon Shoog led the list of friends and competitors here to start the racing season.

"It's always a good way to start the racing season because you can count on good competition and heavy weather sometime before the Regatta is over", observed master sailors Festersen, Goppert and our own John Maultsby. . . and the weatherman complied once more.

The 18+ MPH winds were nothing compared to the frequent and unpredictable gusts. Clearly, the winners of this Regatta were not only great sailors, but among the survivors of the fittest. Tough, but exciting racing! If you consider yourself a good sailor, we look forward to you joining us and testing yourself against some of the toughest sailing you will experience all season, at our June 1982 Regatta.

Friday evening started out mild and beautiful for those who arrived early and enjoyed the abundance of food and im-

bining. Most of the old timers knew what to expect Saturday and Sunday. There was no way this beautiful evening, and the calm four days preceding it, would have suggested the very heavy weather ahead of us on Saturday and Sunday. Fortunately, no real serious injuries to people, or costly damage to boats, marred our otherwise great weekend.

Both the A and B Fleets provided excitement and evidence that you were seeing extraordinarily good sailors doing what they enjoyed most. That made victory even more sweet.

A Fleet was won by skipper Lou Joline and crew Sonja Joline, who have been competing here for years. They had never won before. Their prior closest win came a few years ago when Paul Festersen and faithful crew Sigrid, edged them out. Second place went to skipper Jon Skoog and crew Phil Morse; third place to skipper Glen Ruff and crew Judy Ruff; fourth place to skipper Doug Goppert and crew Rita Goppert; and fifth place to skipper Bob Fugit and crew Tom Schroeder.

B Fleet was won by an old friend to Snipe racing, Doug Hiner, who was just getting back after a long layoff. Welcome back Doug. What a beautiful way to

return to racing form. Second place went to skipper Reuben Saunders and crew Mark Peschke; third place went to skipper Jerry Holder and crew Frank Peschke; and fourth place went to skipper Wayne Preston and crew Joe Payne.

*Jerry Holder
Quivira Fleet 121*

HEART OF AMERICA REGATTA A Fleet

Skipper/Crew	Club	Place
Lou Joline/Sonja Joline	Mission	1
Jon Skoog/Phil Morse	Iowa/Neb.	2
Glen Ruff/Judy Ruff	Iowa/Neb.	3
Doug Goppert/Rita Goppert	Mission	4
Bob Fugit/Tom Schroeder	Wichita	5

B Fleet

Doug Hiner/Tom Nazur	Iowa/Neb.	1
Reuben Saunders/Mark Peschke	Wichita	2
Jerry Holder/Frank Peschke	Quivira	3
Wayne Preston/Joe Payne	Quivira	4

Basic Snipe Sailing Manual

Intended for beginning Snipe, crew, and wives, this excellent manual (6" x 9") is a glossary of nautical terms with a sketch applicable to Snipe; knots with illustrations; handling the boat; tacking; running; reaching; jibing; heave-to; capsizing; all simplified rules; thumb nail tactics; check list; important Snipe measurements. A most valuable handbook - still not complicated. \$2.00 per copy - \$15.00 for 10. From SCIRA only.

A Final Look At The Midwinters

Analyses and interviews pay tribute to another successful circuit.

What's New?

by Ken Simons

The Winter Circuit has been described as a proving ground for all the new ideas, changes in rigging, new sail shapes, etc. This year was no exception.

It's been a few years since I attended the Circuit, so some of these ideas may not be new to all of you, but they attracted my attention, and since the SCIRA office is begging for newsprint, I'll give it my best.

CENTERBOARD: BE SHARP

A true round leading edge is no longer fast. It must now be sharper, but not quite as sharp as the trailing edge. The cross-section should be more like an air foil. Our body file was in constant demand from the day we arrived in Clearwater until we reached Nassau. We filed one half of our own board in Clearwater, and didn't get the file back long enough to finish the port side until we reached Miami. Unequal edges didn't seem to add anything to our speed.

RIGGING: RUN A TIGHT SHIP

After discussing rigging theories with Dave, Mark, Greg, Jeff, Gonzo (who agrees with Augie), etc. I became totally confused, but one item did appear to be accepted by the majority. With the mast at a rake of 21' 3" the shrouds should be snug. From this position the jib halyard is usually pulled up tight to tension the stays, and provide a compressive load on the mast, so that a more or less average rake when sailing to windward is about 21' 5". This should keep the leeward shroud tight, up to about 6 to 8 knots. Beyond 8 knots, the leeward shroud will then begin to hang loose. This provides a much tighter rig than we have been accustomed to.

FORESTAY:

The forestay is now so long that the mast will just about touch the aft edge of the mast hole when the forestay is tight. On a run, the jib halyard is completely eased off, allowing the jib luff, and this very long forestay, to bellow out as far possible in front of the boat; more like a spinnaker than a genoa.



Ken Simons (Photo by Jack Williams)

SPREADERS: TAKE YOUR PICK

There is a trend to slightly shorter spreaders; about 16½" long. The theory is to minimize the mast bend to leeward. On the other hand, Dave Chapin is using 19" spreaders, and there was nothing wrong with his boat speed. Take your pick.

PRE-BEND: STILL IN STYLE

There is still evidence of using forward pullers to induce pre-bend in the mast in lighter winds, so that the sails will more nearly approach their optimum design shape, which is the shape normally attained in a wind of 8 knots.

MAST WEB:

In order to promote more bend in the lower section of the mast, there is a growing trend to cut away the stiffening web normally furnished on the Cobra mast. The web is retained for a distance of 5" to 6" at the gooseneck and also from the deck down to the butt of the mast. This retains all the attachment points for vang, mast levers, etc., but permits the mast to bend more easily in the in-between area where the web is eliminated.

SAILS:

I'm not going to try to pick one brand of sails over another. Each sailmaker was well represented by one or more top-notch sailors, and all performed well. Credit must be given to Mark Reynolds, who worked very hard to establish a ranking. He did that by taking home top honors. Steve Suddath, not a sailmaker, but

one of the top skippers in District 4, was very proud of his performance, getting a 5th overall at Clearwater and 3rd at Miami. This, with a crew weight of 265, in 10 to 18 knot winds, using new sails, and a newly sharpened front edge on his centerboard. Gonzo Diaz also sailed exceptionally well in Nassau. Augie couldn't go to Nassau but loaned Gonzo his sails, and shared all his tuning secrets. Gonzo followed them well, and also shared them with me, which helped me to write this.

For more information and a better understanding of the whys and wherefores, consult your favorite sailmaker, and read his tuning guide. I'm still not qualified to interpret all this; only to tell you that this is what seems to me to be new this year in Snipes.

Comments, Advice And Confessions

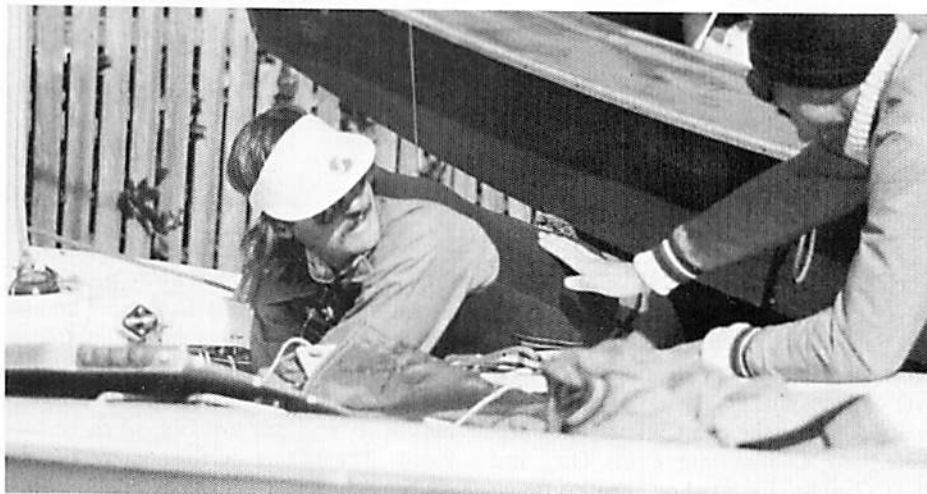
Pete Duvoisin interviewed some of the top finishers after the last race of the 1982 Clearwater Mid-Winters, and recorded their comments, advice, and confessions. Three races were sailed on the Gulf of Mexico course, after three races the day before in Clearwater Bay, around the triangle which included two spoil islands. Rigging advice and confessions of goofs by top skippers may help get your season started.

ED ADAMS (3rd place)—(Racing was) more fun than yesterday. Guy ran into me before the first race. Split the rubrail. I got a terrible start. Couldn't hike hard on that side.

JEFF LENHART (2nd place—won the last race)—I think we had about 17th the first two races today. Current seemed to be dragging some.

GREG FISHER (9th place)—I thought it was a good regatta. Good sailing in the Gulf. Shifty in the Bay; and the two islands, instead of one like last year, made it really interesting. It seems that this year there was so much competition—so many sailing well and going fast.

MARK REYNOLDS (4th place)—We were happy with our speed—not too



Clockwise, starting at top left: Mid-winters winner Dave Chapin – longer spreaders, and light air were his secrets. Jeff Lenhart, without whiskers. Second at Clearwater. “The Old Man,” Gonzalo. “A small ambition” produced 10th place, and the “Old Man’s Trophy.” Mark Reynolds rigs his boat and discusses sails. (Pete Duvoisin photos)

happy with our brains. We really blew it on the second race (today). You needed to go left—I had a chance to go over there right after the start, but I hesitated, and then it was too late and everybody was way ahead of us.

The last race was fun. We didn't get a really good start. We were pretty even with everybody around us, but there must have been a lot of sag. We must have been 2 or 3 boat lengths off the start. Guys at both ends. Lenhart at the weather end, and Suddath to leeward were both ahead of us.

But we were really smoking. We rolled over Fisher, and then Martin. We were second, and thought we could get Chapin at the mark. But we hit the mark, and fouled a bunch of other people. So then we had to go off and do a 720, and in doing the 720 I almost got in Jerry Thompson's way. We were out of control! But we got going again, kinda back in the pack, and we finally finish 4th, about two boat lengths behind Chapin. We were plenty happy with our speed. I can't wait until it blows like that again. (The last race had the most wind of the series; about 18 knots.)

GONZALO DIAZ (10th place)—I don't think I was so fast. I had good boat speed, but I don't think I sailed that well. Ana is a super crew. We were in the top ten. That's not a big ambition; just a little

ambitious. Yes, I got the “Old Man Trophy”, I don't like that much, but I guess I'll have to accept it, because what else is there for me to accept from now on!

A lot of people were going fast. I'm glad to see so many people moving so well. New people!

JERRY THOMPSON (6th place)—I guess I am the come-back sailor of the regatta. (In response to “what can I do to come back? I'm ready to burn my sails and shoot my boat.”)

Don't shoot the boat. Get out some old sails, sails you know, sail with them for a while.

DAVE CHAPIN (The winner)—(In response to “How did you do it?”) I don't know! Just good in light air, I guess.

(On differences in his 1928 rig) No secret! Longer spreaders. Makes more bend down low, so I can have my shrouds looser and go better downwind. Keeps

the mast straight side-ways on reaches too.

The competition was close, but should have been closer. Some people were hurt in the light air Bay races when there were some one-tack beats. (Dave didn't have to sail the last race to win. His finishes were 1-7-1-2-2-3.)

The Fun Side Of The Winter Circuit

by Jack Williams

You don't have to wait for a formal invitation to participate in the Winter Circuit, and they get the very cream of the crop. This was my first experience racing in the Grand Prix of Sniping. The hospitality of such great Snipe sailors as Leo Murphy, Francis Seavy, Gonzalo Diaz, and Godfrey Kelly was exceptional. From

(Continued on page 10)

19 • 20 • JUNE • 82



R E G A T T A

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Above: Vice Commodore Doug DeSouza, center, and Greg and Patti Fisher pose with the Winter Circuit Flag presented by Sea Cliff Yacht Club. (Jack Williams photo) Right: Jerry Thompson getting his boat ready. Crew Karen Gregory at left. (Pete Duvoisin photo)



Winter Circuit

(Continued from page 9)

Clearwater's grapefruit rum party to Miami's Don Q party, to the frozen daiquiri party in Nassau, it was fun and rum all the way.

At Leo's New York wine and cheese party 89 bottles of champagne and 25 lbs of Cuba Lake's best cheddar were consumed in two hours. The Bahamians, Jimmy Lowe and John Dunkley showed the Americans how to party. John was celebrating a second in the Memorial Tune-up race. Jimmy was celebrating sailing Godfrey Kelly's new yellow boat, the sensation of the circuit. It could be seen at every stage of every race.

The Sea Cliff Yacht Club, New York, sent a 4 by 6 red, white and blue Snipe flag to be flown on the circuit. It flew day and night in Clearwater, and was pinched the last night. At the awards dinner Francis Seavy asked that the flag be returned, to fly in Miami and Nassau.

When I arrived in Miami, Mike McLaughlin and his skipper Doug DeSouza, had the flag, which they found by the lift, while packing up in Clearwater. It flew over Miami and Nassau. At the final awards dinner, the Sea Cliff flag was presented to Commodore Chris Orr, and Fleet Captain Jimmy Lowe, to be flown on the Winter Circuit for the next fifty years. The Bahamians have been given the responsibility of protectors of the flag. Sailing is a rag game anyway, and this is one rag that got full play.

Some special awards not presented:

PUNCTUALITY: to Dave Chapin. In first place, he almost missed the start of the 4th Gambler race.

BOAT REPAIR: tie between Mike McLaughlin, glassing Kelly's boat for Nassau races, and Jack Williams crew, who sat in wet varnish because it didn't dry with the cover on.

FEMALE PARTY AWARD: Craig Martin's crew J.J. Fetter.

MALE PARTY AWARD. Cigar smok-

ing John Dunkley swam away with it. He was not only the best Bahamian on the Circuit, he was best when he did a deep six in the Atlantic with a bottle in his hand, a hat on his head, and a cigar in his mouth. It was still smoking when he surfaced. The rescue performed by George Kelly, who had been up all night taking boats back to the Betty K, was astounding.

The high point of the trip was staying with Don and Heather Boorman in their new house in Nassau. Don is rear commodore of the Royal Nassau Sailing Club. While in their company we were wined, dined, and ferried back and forth to the club. We were cheered by our hosts from the stake boats, and they made sure we arrived at every party on the island on time. They also made sure we got home. It is people like the Boormans that make the Winter Circuit such a wonderful experience. Racing Snipes is a people game, and it is the people that you meet on the circuit that make it all worth while.

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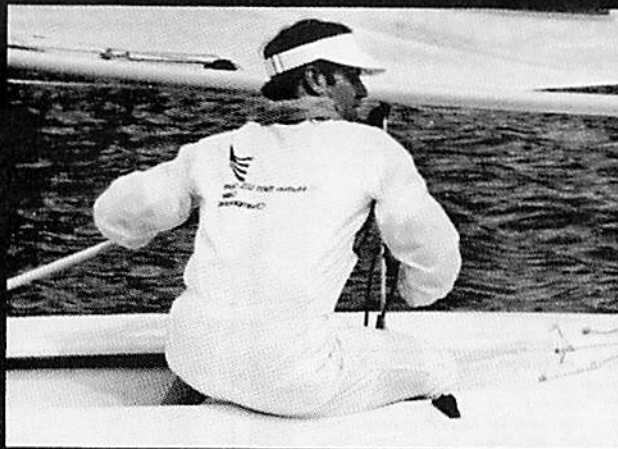
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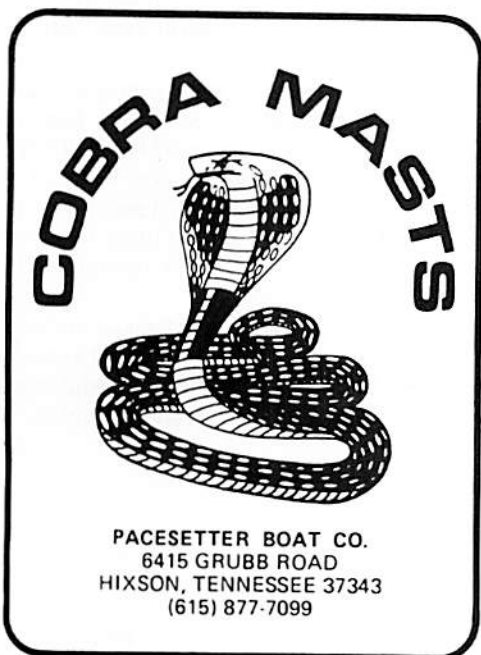
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Top row, left to right: Eddie Williams, Bruce Hurst, Ted Wells, Jack Schwindler, Paul Festersen, Fred Schenck, Dick Goppert. Bottom row: Doug Goppert, Rachael DeArman, Terry Whittemore, Rita Goppert, Sig Festersen, E. Barnthouse, and Nancy Goppert.

Nostalgia Wins Out At Masters Championship

The nostalgia ran so thick at the awards banquet that you couldn't cut it with a daggerboard. Five past National Commodores were stood up in one spot and dutifully recorded on film. Paul Festerson read his poem on the beauty of growing old and at the end there was not a dry glass in the place. Regatta Chairman Chuck Faulkenberg, speaking with depth and length, dubbed it the Eddie and Freddy Regatta as the guests feasted on chicken and wine. The turnout of 21 boats was less than expected, but there were a number of travelers from afar including Terry Whittemore from Connecticut, Freddy Schenk from California, and the Bodens and the Tanners from Colorado. All were amazed at the steady, consistent winds, so typical of Lotawana and seldom found elsewhere.

RACE 1—An angry North wind responded to the starters gun as the fleet

crossed the line in such perfect alignment that they rivaled the Rockettes. Bob Ewalt from Lincoln led the charge until he encountered a quark in the otherwise perfect wind structure which tipped him back on his rump, spun him around, and packed him off to the rear.

By the second beat Bruce Hurst, Lou Joline, and Bob Peugh were out front fighting for the lead. Peugh was sent to the showers by a killer gust that went on to get the oldest boat in the fleet, Bob Schwindler's number 6776, while Joline ground out a decision over Hurst. As the winds refused to abate, it seemed wiser to postpone race 2 and to dress for the evening's pot luck supper hosted by Dick and Nancy Goppert.

RACE 2—As the red shape snapped to attention the five or six boats at the leeward end oozed off the line while the remainder of the fleet sat motionless, per-

MASTERS CHAMPIONSHIP Top 10 of 21 entries

Boat	Skipper	Club	Places	Points	Finish
17151	Bruce Hurst/Rachel DeArman	Tulsa	2-5-3-2-1-3	27.4	1
12888	Jack Schwindler/Rita Goppert	Lotawana	5-1-1-3-11-5	42.7	2
20875	Paul Festerson/Segrid	Omaha	3-7-4-1-5-12	54.7	3
24222	Dick Goppert/Nancy Goppert	Lotawana	7-3-8-4-9-2	58.7	4
24111	Eddie Williams/Doug Goppert	Lotawana	6-6-11-6-2-8	69.1	5
19446	Fred Schenk/Ed Barnthouse	Longbeach	10-9-5-5-3-11	73.7	6
20402	Lou Joline/Sonja	Lotawana	1-4-10-DQ-6-9	75.0	7
24808	Norm Tanner/Janet	Bowmar	8-10-6-10-7-4	78.7	8
24102	Penny Davis/Stuart Simon	Omaha	4-12-9-9-8-6	81.7	9
25025	Ted Wells/Terry Whittemore	Wichita	11-2-2-8-NF-NF	89.0	10

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MUELLER/EICHENLAUB 21555. Top racing condition, minimum weight, 2-yr-old Proctor Alpha plus mast, 2 suits sails, heavy duty Sterling trailer with spare, top and bottom covers, yellow hull and deck. \$2,000. Jay Hays, 529 Stellar Ave, Pelham Manor, NY 10803. (914) 694-9600 (days), (914) 738-5965 (evenings).

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