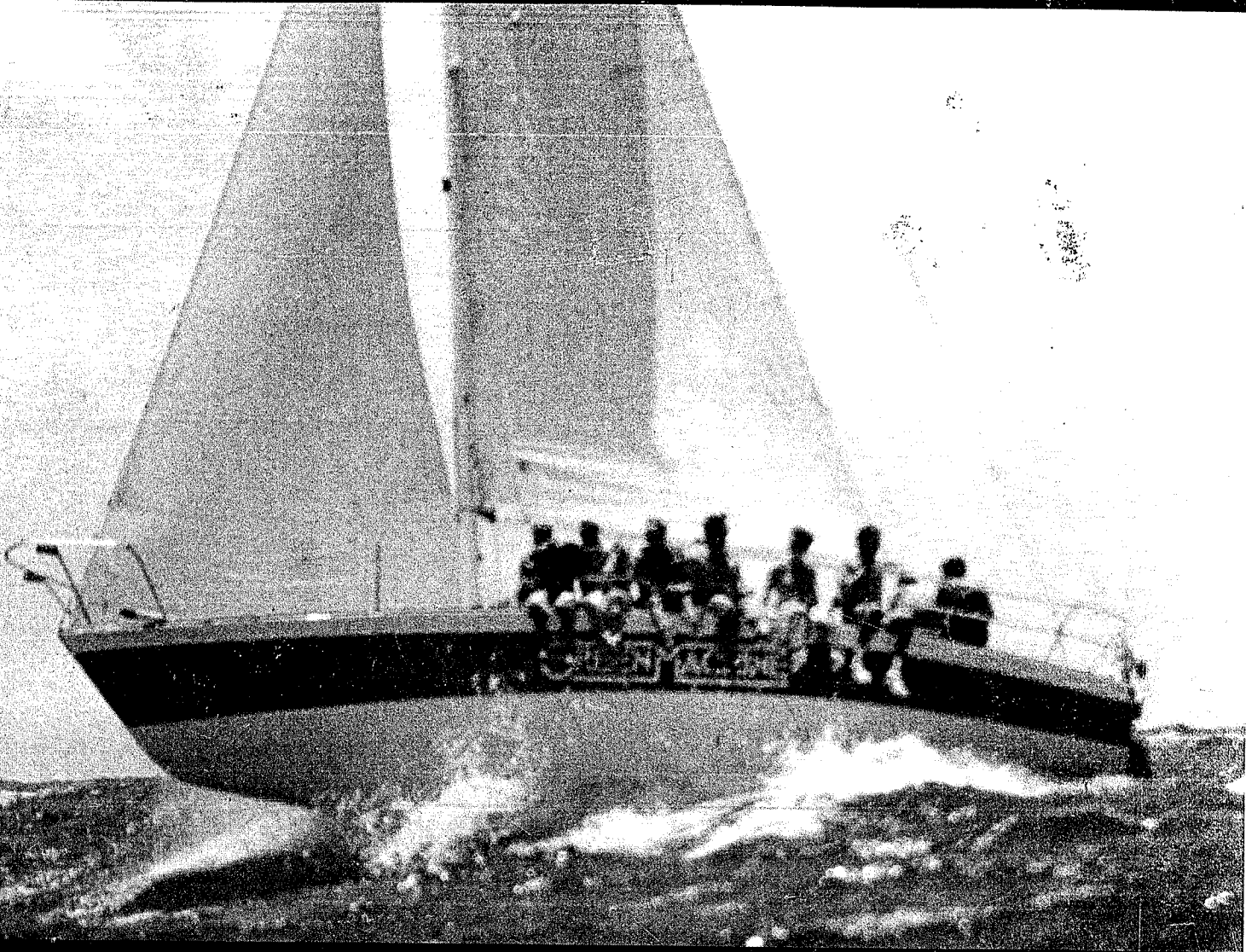


J.[®] JOURNAL

30

VOLUME 11 • JANUARY 1991



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J 30



If you want to win big in J-30's, you should know Doyle Sails. In the last five years, J-30's powered by Doyle have compiled an enviable record of success. In fact, they have dominated the major one-design events. Winner of five of the last six North American Championships, *Be-Bop*, knows. So do seven out of the top ten competitors at the 1990 Championships, and eight out of the first ten in 1989. Impressive. Especially when you consider that there were no Doyle J-30 sails five years ago. Shouldn't you know why Doyle J-30 sails have come so far, so fast?

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PRESIDENT'S MESSAGE



Class Alive and Well

The J/30 continues to be a popular boat all over the country. It seems that new fleets spring to life each year as one or more enthusiastic J/30 sailors generate momentum for the Class in their sailing area. Despite the best efforts of the National Class Association, it is largely up to the local fleets to make the J/30 Class work. Even where there are insufficient boats to maintain an active one-design fleet, the J/30s still continue to race one-design within their local PHRF fleets. In most areas there is still a J/30 Class race or championship series for the one-design purist. Please keep up the good work all of you local organizers and district governors, and please keep the national office informed of your one-design activities.

The Journal

One of the hardest jobs for the national office is getting material for the *J/30 Journal*. If you want to be famous, see yourself, your crew and your boat in print, all you need to do is send in photographs and/or articles. You can almost be assured of being published. Why not surprise your crew with a picture of them in the next *J/30 Journal*. (Prints are best.)

Membership

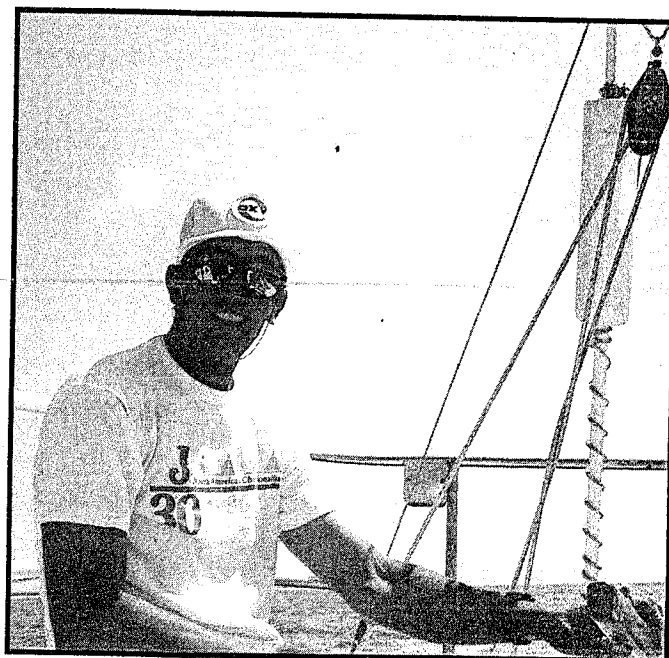
Many of you may be surprised to find that you are not listed as 1990 members of the Class Association. We know that many loyal members never sent in dues in 1990 because we failed to send dues notices and reminders in a timely fashion. This problem arose in the transition from the Peterson/Munz administration to the Raney/Coleman administration, but it is not a problem this year. Dues notices went out in November and the return has been gratifying. Many of you who were on the rolls in previous years have confirmed our suspicion that you are still active. Thank you for your prompt responses.

Teri and Ron

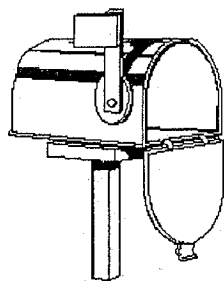
I never realized how fortunate we were for the last several years to have Teri Munz and Ron Peterson running our organization. They did a truly remarkable job of enlarging our membership and putting us on a sound financial footing. I speak on behalf of all J/30 owners in giving Ron and Teri and their spouses, Ann Peterson and Bill Munz, our heartfelt thanks.

U.S.Y.R.U. Membership

We encourage all J/30 owners to become members of the United States Yacht Racing Union. This organization provides numerous services for the racing sailor and much information for the non-racing sailor. The regular individual dues for 1991 have been reduced to \$35.00. It is well worth this fee to receive the monthly *American Sailor* magazine. If you wish to join, you may send a check for \$35.00 to Membership Secretary, United States Yacht Racing Union • Box 209 • Newport, RI 02840. You may contact U.S.Y.R.U. by telephone at (401) 849-5200 or by FAX at (401) 849-5208.



Bill Raney



Cover Photo by Sam Barfield:
GREEN MACHINE launches through
a wave off Wrightsville Beach, NC.

Dear Editor:

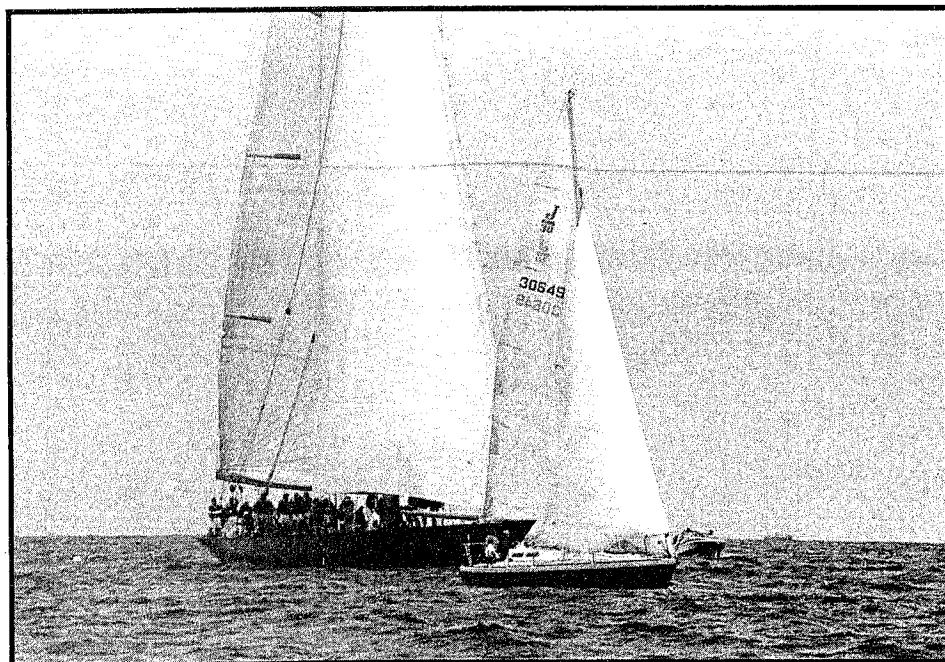
Hope you had a great summer racing. We had a slight accident with a hard Maine rock taking a bit out of our keel. We spent the month of August out of the water with \$7000 worth of repairs!

I've enclosed a photo that I thought you might like for the *J/30 Journal*. It shows a J/30 soundly trouncing the "other J" boat SHAMROCK in a race off Boston this summer. Actually the J/30 was in the spectator fleet watching SHAMROCK race ENDEAVOUR—but it makes for good publicity for the J/30 fleet, don't you think?!

Sincerely,

Frank Adshead

Falmouth, ME



J/30 leads the "other" J boat.

Dear Editor:

As a former member of the J/30 Championship Hall of Fame I know Ron has sailed well over the years but, for the record, in 1985 OBSTREPEROUS finished second with a 13*-2-2-2-1 score (*includes penalty).

I enjoyed my stay in the J/30 Class and am glad to see it is well and thriving. My J/35 is great, but I miss all of the wonderful people in the J/30 Class.

Sincerely,

Thomas J. Harrington

New York, NY

Dear Editor:

Please be advised that I am writing to request a J/30 Fleet for the Oswego, NY Yacht Club, which is located on the eastern end of Lake Ontario. We wish our fleet to be call the Port of Oswego, NY J/30 Fleet.

The Oswego Yacht Club hosted the 1988 Lake Erie-Lake Ontario J/30 District Championships and CRUSADER and FAT CHANCE attended the 1989 Districts at Sodus Bay Yacht Club.

We obtained club fleet status on July 1, 1990 and currently have four J/30s racing one-design, while also racing in PHRF Division 1. Two additional club members are interested in purchasing J/30s at this time and would welcome any information you might have on used J/30s for sale.

Charter Members are:

Bill and Judy Waring
FAT CHANCE

Joe and Mary Jane Mather
CRUSADER

Skip and Susan Vielhauer
FROLIC

Jim and Jamie Enwright
BREAK AWAY

If you have any questions or need any additional information, please do not hesitate to contact me. I hope to hear a favorable response in the near future.

Sincerely,

Daniel J. Mather

PHRF Fleet Captain
J/30 Fleet Secretary/Treasurer
Oswego, NY

Northern New England

The 1990 sailing season was one of transition for the J/30 Class in Northern New England. 1988-89 Champion, JACKPOT's Bob Twinem, moved to the J/35 Class. Several J/30 stalwarts spent more time cruising and the J/29 Class had the numbers to race one-design—all of which contributed to the reduced attendance by the rest of the local J/30s this summer.

Most consistent this summer was SYNERGY, sailed by Pete Thaxter and Frank Adshead. SYNERGY finished 5th overall in the Gulf of Maine Ocean Racing Circuit, 4th in the Casco Bay Sailing Association Series and 2nd in the J/30 Districts.

Stafford Soule's WINTERS DREAM won her division in the Harraseeket Yacht Club Regatta and finished 7th in the Gmora Spring Series.

Tony Armstrong in DISSIDENT got an 8th in the Gmora Spring Series,

10th in CBSA, and finally pulled it together at the Districts where Tony and crew walked away with first.

Some racing this summer were newcomers to the Fleet:

Josh Cutler and Warren Alpern

PEMETIC

Sandy Bolster

MOONDANCE

Clint Marshall

GET TO WORK

Others in the fleet were content to either cruise or race in the local evening races. With a new schedule being formulated for the 1991s racing—emphasizing one-day regattas and having the North Americans in Newport this August—we hope to have more enthusiasm and a larger turnout.

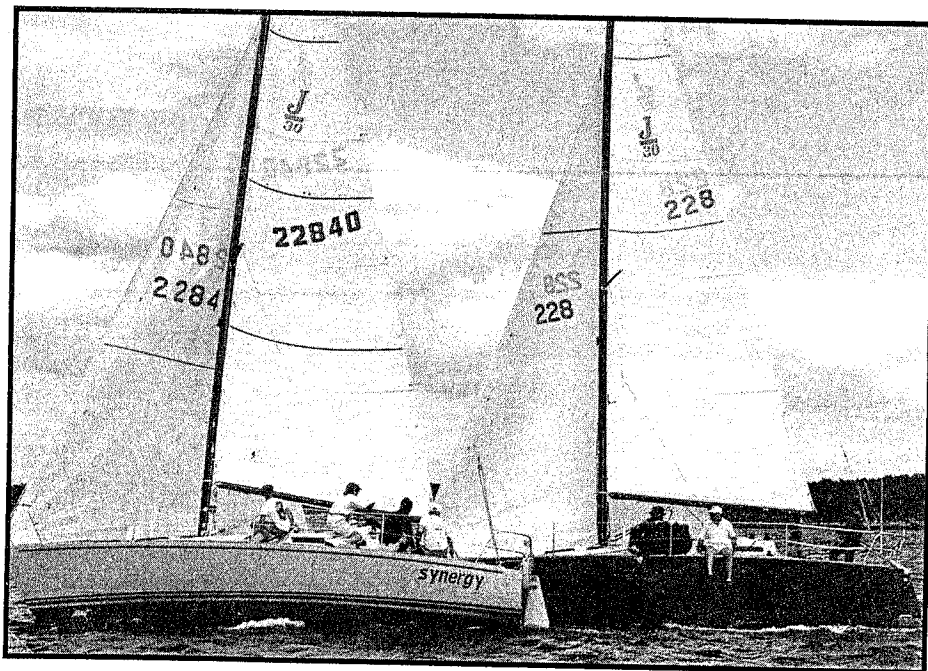
Tim Tolford

306A Foreside Road

Falmouth, ME 04105

207-781-2154 (H)

207-772-8384 (W)



SYNERGY with Frank Adshead at the helm leading EYRIE and Tim Tolford around a leeward mark during the 1990 District Championships.

Western Long Island

We kicked off the 1990 season with a dinner meeting at Riverside Yacht Club in March. It was more dinner and sea stories than meeting, but we had a good time.

Henry Little of Shore Sails held a seminar in April. We had a J/30 at the dock, so Henry could show everyone first-hand how to set things up for speed. It was a great opportunity to trade secrets on boat speed crewing, equipment, etc.

The Spring Series consisted of Riverside Regatta, Lloyd Harbor Level Weekend and Cedar Point Yacht Club. Nine boats sailed in this series with six sailing the minimum:

1. STARK TERROR
Bill Jorch
2. LOLA
Andy Noyes
3. M&M
Don Hegreness
4. DOW JONES II
Seth Shepard
5. TACITURN
Bob Bayer
6. NORDIC STAR
Robert Van Name
- (7.) LAST FLING II
Everett Roach
- (8.) FAT CITY
Carl Sherter
- (9.) WIND SHADOW
Jack Watson

The Fall Series included Stamford-Denmark (no finishes of 13 starters), Northport Level Weekend and Riverside Regatta. Nine boats sailed this series with 4 sailing the minimum:

1. DETACHED
Philip Bonanno
2. ANTICIPATION
Herb Ingham

Continued on next page

Chesapeake Bay

The Chesapeake Bay J/30 Fleet was organized January 9, 1982 by a small group of early J/30 owners who were interested in one-design racing. The fleet raced within PHRF in 1982, then obtained its provisional status as a done-design class from CBYRA for the 1983 racing season. Under it's first Fleet Captain, Ben Massell, the 17 boat class had a very successful first year easily exceeding the required 8 boat average per event during a 13-race inaugural season. Ben Massell and Joan Heinkel on J-WHIZZ, won the first CBYRA High Point award and were presented a perpetual trophy donated by Charlie Scott.

During the second provisional year, under Wally Miller's leadership, the fleet logged more than 11 starters per race for a 16-race season and grew to almost 30 member boats. A constitution and by-laws were adopted and

local modifications to the National Class One-Design Rules were approved.

After two successful years in provisional status, the fleet became fully sanctioned in 1985. The J/30 Fleet was now clearly established as the most active cruising one-design class on the Bay. That year, under the guidance of Fleet Captain Ron Peterson, the Chesapeake Bay J/30s hosted the first of two successive North American Championships. The 25 boat regatta included regional winners from around the country as well as a large contingent from the Chesapeake Bay.

The following year, with Al Bowen at the helm, the fleet continued to expand as membership grew to almost 40 boats. The fleet participated in 24 one-design starts, including the "At Home" NAs and the First Annual Fleet Cruise was held.

Racing participation continued at a high level in subsequent years with 12 boats on the line in 1987 and 1988.

In 1989, the fleet again hosted the North American Championships. The fleet averaged 16 starters and 26 boats qualified for High Point.

1990—the North American Championships were held in Annapolis. The largest turn out ever had 31 J/30s on the line. The Fleet Captain for 1990 is John Heinz (ROADRUNNER). John can be reached at (301) 550-9453. John was elected at the annual meeting/luncheon where 51 sailors attended. All are looking forward to the North Americans in the Southern New England District this year.

Bill Munz

Western Long Island . . . Continued from previous page

3. CRESCENDO
Bill Kimball
4. NORDIC STAR
Robert Van Name
5. BABY GRAND
John Graves
6. COLD DUCK
Frank Hoffman
7. INCAHOOTS
Bob Phelps
8. TACITURN
Robert Bayer/Selig Berman
9. STARK TERROR
Bill Jorch

I have been contacted by two different sailors, each intent on buying a J/30 for next year, and three owners that had to take a year or two off, but will be back in '91. Many people on the Sound are dissatisfied with PHRF and the 30 class looks good to them.

Bill Jorch

Chesapeake Bay 1990

North American Qualifier

- | | |
|-----|------------|
| 1st | BE BOP |
| 2nd | DECK WORKS |
| 3rd | SUMMER |

Summer Circuit

- | | |
|-----|------------|
| 1st | VALKYRIE |
| 2nd | NO RESPECT |
| 3rd | WOOLY BEAR |

Northern Bay Race Week

- | | |
|-----|------------|
| 1st | WOOLY BEAR |
| 2nd | DECK WORKS |
| 3rd | VALHALLA |

Annapolis Race Week

- | | |
|-----|------------|
| 1st | WOOLY BEAR |
| 2nd | DAS BOOT |
| 3rd | NO RESPECT |

Fall Series

- | | |
|-----|------------|
| 1st | WOOLY BEAR |
| 2nd | VALKYRIE |
| 3rd | SUMMER |

CBYRA High Point

- | | |
|-----|------------|
| 1st | BE BOP |
| 2nd | VALKYRIE |
| 3rd | WOOLY BEAR |

Fleet Captains Trophy

- | | |
|------|------------|
| 1989 | DAS BOOT |
| 1990 | SPECULATOR |

Gulf Coast

ZEPHYR Wins Her Division in 1990 Lake Pontchartrain Racing Circuit

For the past several years, the Lake Pontchartrain Racing Circuit has produced some of the best racing currently available in the GYA. Pontchartrain Yacht Club, New Orleans Yacht Club, Tammany Yacht Club and Southern Yacht Club combine their efforts in the fall of each year to host a five race series which includes triangles and point-to-point racing. Some say the best part of the series are the parties hosted by each of the participating Yacht Clubs.

There were approximately 120 boats in this year's fleet. There were 20 boats in Class D with a PHRF rating spread of 126 to 141; included in the class were seven J/30s all rating at 135.

Winds ranged from drifters to 20 knots plus. While the J/30s kept their eyes

on their non-J/30 class competitors, the real battle within the class was waged between the J/30s.

For purposes of scoring PHRF class and for scoring J/30s, for which a special trophy was given, one throw out was permitted. After the scores were tallied, ZEPHYR won both PHRF Class D and the J/30 class. ZEPHYR's good performance was attributable to her consistent smart sailing and crew performance.

Sancy St. Julien, who recently assumed command of a J/30 appropriately re-named JALAPEÑO, made a good showing for his first time out with the local J/30 fleet. HALF A GLASS, semi-retired over the last several years, and sailed by the Junius family, made an outstanding showing. The results are listed below.

Joe Bishop

Race	I	II	III	IV	V	Finish
ZEPHYR	1	3	1	1	1	1
HALF A GLASS	1	1	3	2	2	2
GRITS	2	1	1	5	3	3
JACKPOT	1	2	4	3	5	4
LAND SHARK	4	1	5	4	4	5
JALAPEÑO	6	4	2	1	7	6
CHASSE	1	7	7	6	6	7

Carolinas

July was the host month for the Carolina's district qualifiers. Our usual five-boat fleet was on hand for the five race two-day event. The races were held in heavy air conditions just off shore Wrightsville Beach. In keeping with what seems to be a tradition, the Raney/Coleman team on DOUBLE JEOPARDY won the event. John Stierwalt and crew on BLUE PRINT finished second, J. DOE third, GREEN MACHINE four and HOT ROD finished fifth (falling back due to equipment failure during one race).

This year's event featured a new format. The qualifiers were part of J-Fest. J-Fest was designed to allow any J boat to race one-design if 5 or more boats in one class registered. This idea was conceived to help stimulate one-design racing in keel boats in our region. The event was a success and we look forward to next year's event being even larger.

J/30s also enjoyed success in PHRF events, racing at 135 with a 155% Genoa.

DOUBLE JEOPARDY finished first in class and fleet at the South Atlantic Yacht Racing Association Offshore Championships/Governor's Cup Regatta, with HOT ROD close behind.

D.J. and HOT ROD finished second and third in class at the North Carolina Yacht Racing Association Championships.

The Carolina District welcomed a new member. We are very excited to have Randy Boyles and his J/30 join our organization and hope everyone extends a warm welcome to him.

Ray Hales

Florida

For the past two years the Miami-Biscayne Bay J/30 fleet has combined its racing with the S-2 yachts which compete fairly both being 30 ft. sloops with the same PHRF rating in South Florida. The combined fleets have been racing a modified Olympic course permitting the participants to engage in three short course races each race day. This afforded the yachts an opportunity for three separate starts and much sail handling.

Initially, there were seven J/30s and six S-2s participating in the program. During the second year of the program

attendance drastically fell off as a result of apparent crew fatigue. The three race program proved to be too difficult for the majority of the crew members.

For the 1991 season the fleet is going back to a normal one long race program with the hopes of improved participation. The majority of South Florida racing takes place in Biscayne Bay with approximately one off-shore event scheduled monthly during the year. Additional racing afforded the J/30 fleet will be the ability to participate in the SORC in February and March.

David T. Berg

California

J/30s on the San Francisco Bay

According to former J/30 Class President, Nicholas Molnar, one-design racing in the J/30 class fell apart on the Bay in the mid 1980's. However, there continues to be interest in class racing.

Our yacht club, Tiburon Yacht Club (Tiburon, CA) has four members racing J/30s. This is due in large part to the arrival of LIMELIGHT some years back, sailed by Harry Blake. LIMELIGHT's arrival inspired my husband and I to fulfill our long-time dream and we purchased our J/30, PREPARATION J. Within a year another member decided to come play with us and HOT FLASH was purchased by George Kokalis. Mike and Jean Hauser were the most recent members to acquire a J/30 and they brought ROLLER COASTER to the San Francisco Bay several years ago.

Although we race PHRF at TYC, there are six boats that rate PHRF 141; four J/30s, one Wylie 31 and a

Wylie 36, which makes for some great competition.

We recently hosted a regatta and invited J/30 owners on the Bay to attend. In addition to the four TYC boats, we were joined by BREAK AWAY. The regatta was a three race two-day event, and was held in conjunction with our annual All Islander Regatta. We hope to have a little more notice and therefore better attendance at our next year's event.

The Tiburon Yacht Club has an active racing program with approximately 30 - 40 club races held each year. We invite other J/30 Association members to call us if you are in the San Francisco Bay Area and would like to participate in one of our races.

Jerry & Pat Tostenson

651 Sequoia Valley Road
Mill Valley, CA 94941
415-389-9144

Pacific Northwest

It is nice to hear that the J/30 Class Association is so active . . . Over the past few years we have lost contact. Dale Jepson was not one of the more active racers, so we were not aware he was the District Governor or what was happening on the National level.

We held our annual One-Design Regatta with six boats participating. The results are as follows:

1. TAHLEQUAH
Donald/George Leighton
Gid Palmer
2. SLINGSHOT
Bob Henderson
3. MISTIQUE
Dave MacLean
4. GRASSHOPPER
Gary Boothman
5. LEVITATION
Bob Best
6. MAGIC
Bob Storwick

We have moved away from the real strict One-Design because we race so much PHRF, we have allowed Kevlar sails, and other minor modifications with no noticeable boat speed changes. We will keep you posted on how this develops.

We have done some other one-design racing this season; we had seven boats race Corinthian Yacht Club's Center Sound Series. The series is three 26-30 mile races and was won by TAHLEQUAH. Another well attended race was the Swiftsure Classic which is sponsored by the Royal Victoria Yacht Club in Victoria, British Columbia, Canada. Six J/30s raced the Cape Flattery Race which is a 105 mile race. Gary Boothman's GRASSHOPPER was the highest placing J/30 with a third in class.

Continued on next page

Pacific Northwest . . .

Continued from previous page

Questions: Has anyone changed their Yanmar 2QM15 engine mounts to the new style? Did it make the boat more quiet and smoother? What problems did you encounter doing it? The new brackets were installed about 1983 and are "W" shaped with rubber isolation blocks.

Donald A. Leighton

DISTRICT CHAMPIONSHIP YOUNGSTOWN YC

- 1st FINAL APPROACH
John Meahl
- 2nd INNISFREE
Dave Hill
- 3rd SAMSON
Dick Railton
- 4th KING PELLINORE
Lory & Nancy Gherther
- 5th NORTH CAUGHT
Fred Northcaught

APPLE REGATTA OSWEGO YC

- 1st CRUSADER
Dan Mather
- 3rd FAT CHANCE
Bill Waring
- 4th BREAKAWAY
Jim Enwright
- 5th FROLIC
Skip Vienhauer

Western Great Lakes

The J/30s on Lake Michigan are alive and well. Most of the racing is PHRF using a one-design handicap of 138. In Chicago the MORF (Midwest Open Racing Fleet) regularly sees 3-5 boats on the course with tight competition between the J/30s as well as for the handicap prizes. In the year-end regatta held over two weekends in heavy air the J/30s raced with a #3 and a reef. The result was 1st thru 3rd in fleet over 60 boats:

- 1st PRONTO - Tom Edman
- 2nd DICKENS - Dick Newman
- 3rd PLANXTY - Dennis Bartley

Back in June, six J/30s sailed in the NOOD of Chicago in what was a light air regatta. Tom Edman in PRONTO took top prize with three 1sts of the four races sailed. He was followed by Tex Hull in HULLABLOO and Dan Darrow in SALACIOUS. Tom's win qualified him for the Nationals where he showed his light air mastery by

winning one race—but had trouble adapting to the current in some of the other races.

35 miles north of Chicago, Dan Darrow's SALACIOUS crew put together consistent sailing in the Waukegan PHRF fleet to win their section for the Saturday Buoy series, Wednesday Nite series, as well as 1st in the PHRF Championship regatta of Lake Michigan.

Further north in the Milwaukee area and across the lake on the Michigan side, several J/30s were often seen on the course and doing well.

The outlook for '91 points to more solid J/30 action as the word has it that several boats have been sold to people interested in testing their skills on the race course in addition to using the cruising amenities of the boats.

Dan Darrow

Eastern Great Lakes

The Lake Ontario/Lake Erie J/30 District saw an increase of four boats to make twelve who actively raced in PHRF and one-design classes in 1990. The district has a very active five boat fleet at the port of Oswego—the other six boats are scattered from Henderson harbor in the north to Port Dalhousie at the lake's far western end. The opportunity to meet comes at the district event held this year at Youngstown, NY. The Youngstown Yacht Club hosts an annual Level Regatta which host 300 boats from the States and Canada. The J/30s sailed a three race series in light to medium air.

Besides racing in a superbly run regatta, the boat owners and skippers had the opportunity to discuss class news, discuss rule changes and select a 1991 District Championship site. Rochester Yacht Club will host the 1991 Districts with a date to be determined this winter.

In addition to results from the district regatta, to the left are listed results from Oswego Yacht Club's Apple Regatta which draws J/30s from the eastern part of Lake Ontario. Other J/30 racing is PHRF and the J/30s compete well, especially in the Fall heavy airs.

Nancy & Lory Gherther

HOT AIR III Edges Out FAST LANE on Biscayne Bay

As fleet captain for the local J/30 one-design fleet, I am please to forward to you the scoring sheets for this year's J/30 Midwinter Championship.

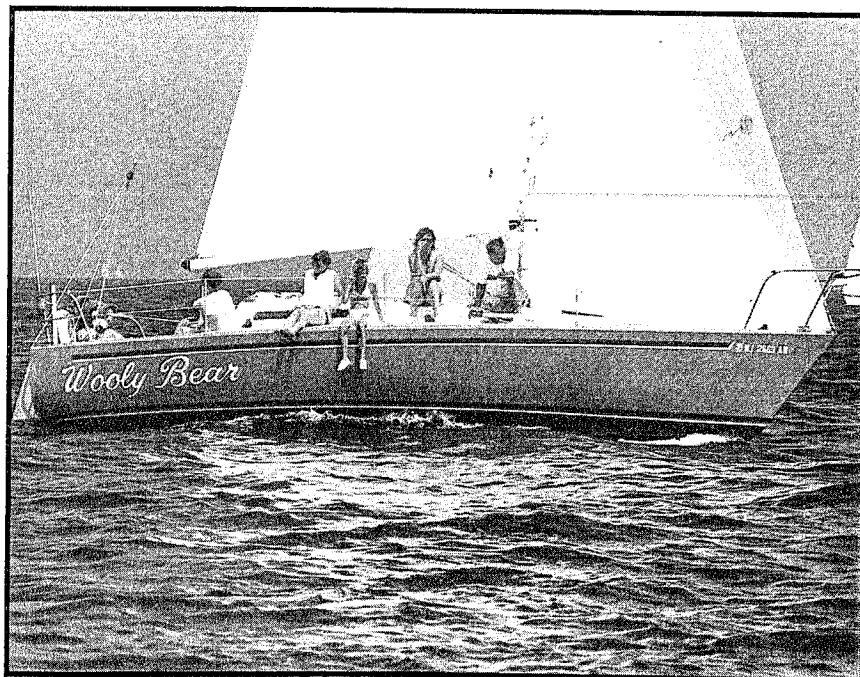
The race was sponsored by Key Biscayne Yacht Club and sailed in three days of near perfect weather conditions. The racing was very close with no boat dominating the series. During the regatta, the mark roundings kept boats within inches and the boats going across the finish line were within a boat's length of each other after racing for an hour and a half.

The crew of HOT AIR III won the series for the fourth year in a row. The competition was very tight and the last race determined the winner after a five race series. The boats were all well crewed. Many with local talent and local sailmakers.

David T. Berg

1990 MIDWINTERS CHAMPIONSHIP Biscayne Bay, Florida

	Boat Name	Race 1	Race 2	Race 3	Race 4	Race 5	Total Points
1st	HOT AIR III	1	3	3	2	2	10 3/4
2nd	FAST LANE	3	2	1	4	3	12 3/4
3rd	CANNONBALL	4	6	2	1	1	13 1/2
4th	STARLIGHT EXPRESS	2	1	4	3	4	13 3/4
5th	CLEAN SWEEP	5	4	5	5	5	24
6th	JENNY LEE	6	5	6	6	6	29



Hull #2, WOOLY BEAR, still going strong.



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RUTSCH JOB

Skipper sails BE BOP to 5th North American J/30 title

By Karina Paape

After winning four J/30 North American Championship titles, it would seem natural to most that John Aras and Bill Rutsch's nearly invincible BE BOP would sail swiftly and safely away with yet a fifth North American title.

Well, BE BOP did, but it wasn't easy, according to Rutsch of Chevy Chase who was left standing alone at the altar to face 30 hungry challengers in last weekend's Annapolis Yacht Club-sponsored J/30 North Americans.

Earlier last week Aras was offered an all expenses trip to Japan to sail with America's Cup hopeful Peter Isler, giving Rutsch only four-days warning of his absence.

"John called me on Monday and said we'd won it four times and this time I was steering," said Rutsch. "My heart sank... I'm a decent sailor, but I'm not John."

Rutsch's crew, however, wasn't about to let him adopt a defeatist attitude. "John rules with an iron hand," explains Rutsch. "He calls most of the tactics and there's very little talking. This time the crew talked to me all the time. They were supportive. They made me keep watching the woolies and wouldn't let me turn around. It was so great, but it wasn't easy."

Light winds compounded the already daunting mental challenge, putting a premium on concentration and giving Rutsch's nerves plenty of time to develop very frazzled edges.

Especially during the championship opener on Friday which was postponed 3 1/2 hours to await wind. It was such a scorcher, in fact, that Rutsch said all 31 J/30s congregated in the shadows

of a massive freighter to cool off with water fights.

BE BOP took a seventh in that first contest, returning the next day for three races in fresher breezes to net finishes of 5-3-3. By Sunday's grand finale, BE BOP stood third overall with her crew hoping to simply hold on to that position.

"We just went out and said 'let's see what we can do,'" Rutsch said. "We just kept at it and never gave up."

By the end of what proved to be a light-winded and hopelessly long course which all in the fleet felt should have been shortened—in fact five yachts dropped out when their nerves gave out—BE BOP came out on top after five hours of racing to take the gun and the series with a 2 1/4 point edge over Ray Hales of Gardner, NC.

"Boy were we excited," said Rutsch, whose son Bob had taken the helm for the team's only bullet of the series. So happy was Rutsch, in fact, that he gave

the championship trophy to Alan Drew of Annapolis who had served as the team's tactician.

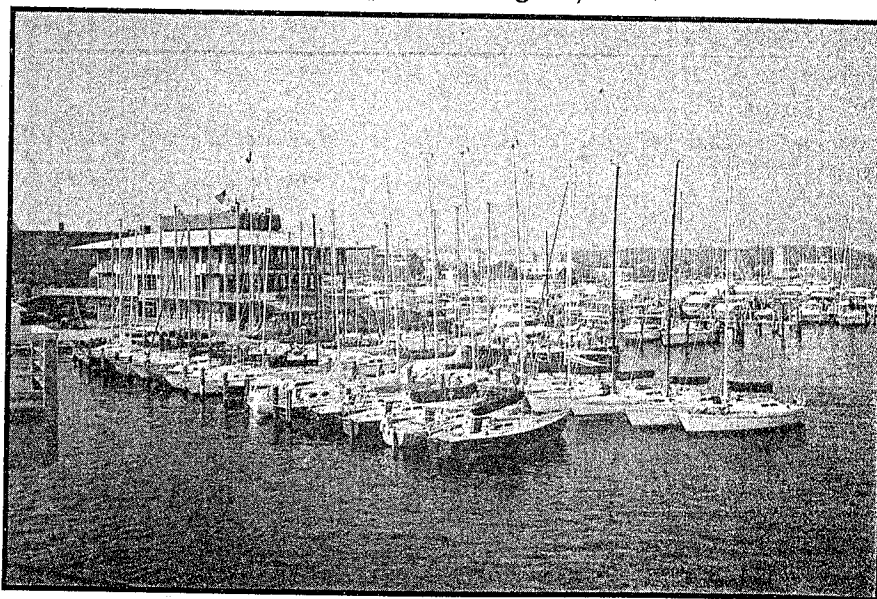
"I never saw a man work so hard," explained Rutsch, who praised his crew continuously for their input, support and confidence. "It was a real team effort, no one gave up."

Rounding out BE BOP's crew was Ben Cabuco, Dave Decker and Joel Mateer.

"It was probably the best one (North American victory) I've ever had," said Rutsch. And whether Aras' reaction is one of surprise or pride, when he returns from Japan BE BOP's skipper and crew have already decided how they want to be treated.

"As we motored in on Sunday we said 'he owes us,'" Rutsch said. "He has to put on his tuxedo and serve us dinner one night, even if it's just pizza."

Reprinted by permission of The Capital (Annapolis, MD) Thursday, Aug. 23, 1990.

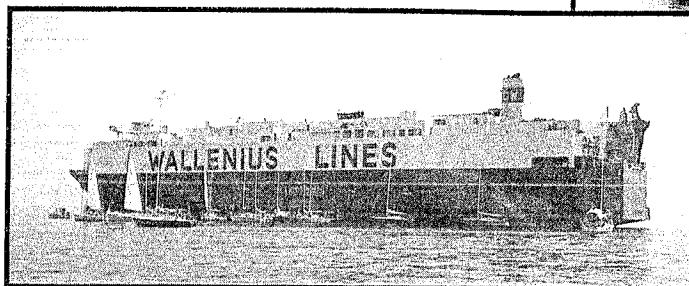
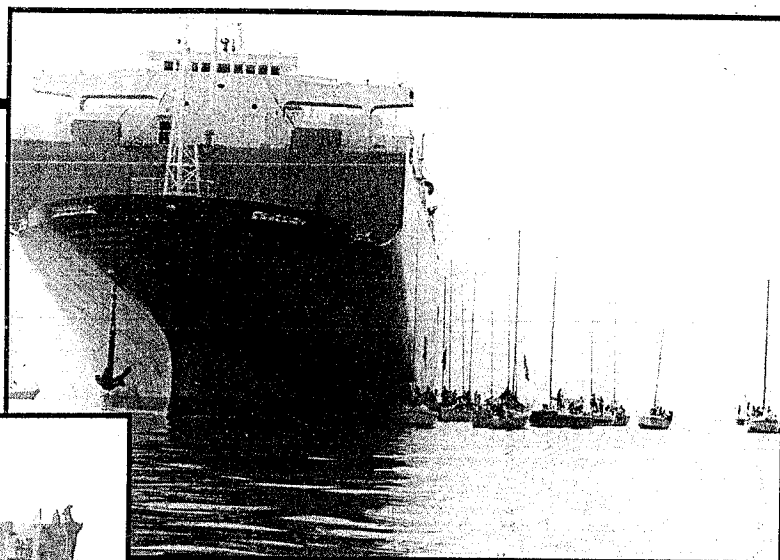


Host Annapolis Yacht Club.

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The Waiting . . .

North American photos by: Diane Brotman, Marty Hublitz, Jeanie Coleman and Trudy Hales.



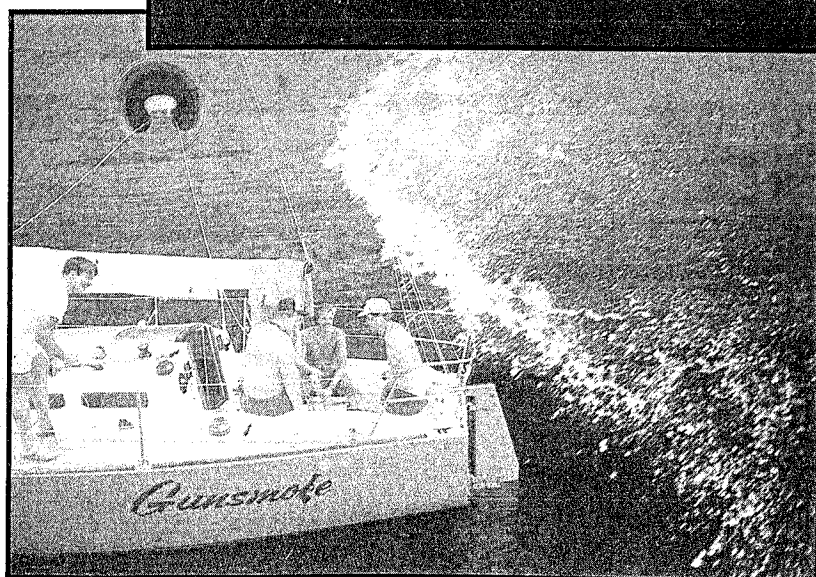
Sun screen compliments of Wallenius Lines.

Who said there's no shade on the Bay?

HOT ROD looking for a parking place in the shade.

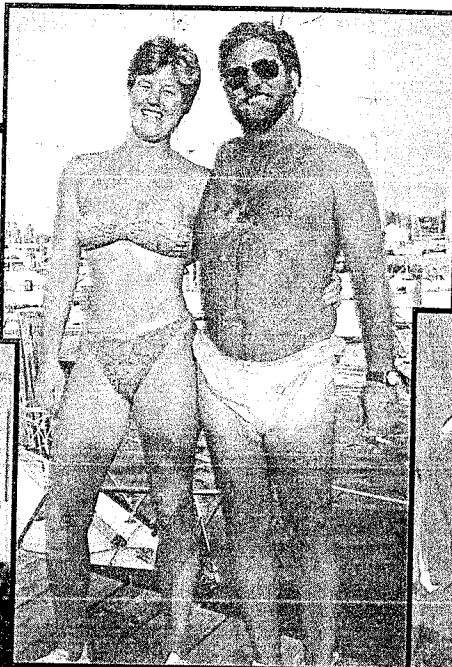


Who needs a ship for shade?



Refreshing shower for GUNSMOKE.

The Parties . . .



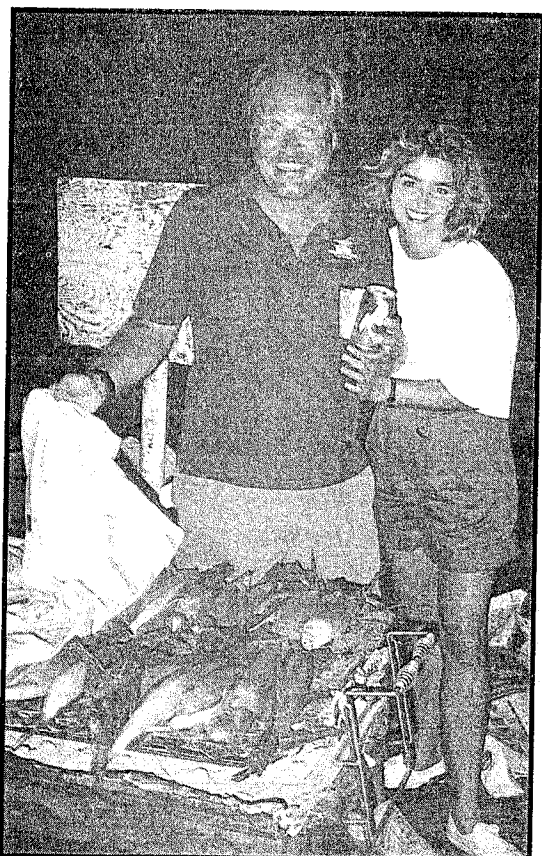
Foredeck Twins:
Kim Smith, VALHALLA and
Todd Zoph, ROADRUNNER.



Tom Edman & Chicago crew at St. John's Boathouse.



Oft abducted bear found.



Corn Chef and Chefette Steve & Suzanne from VALHALLA.



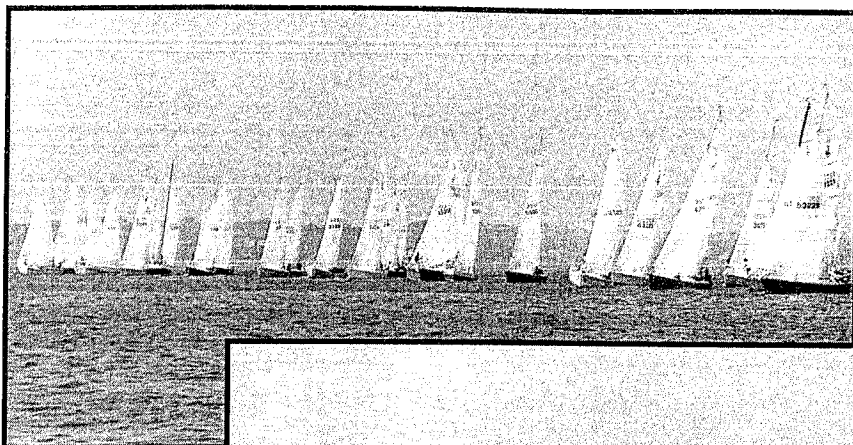
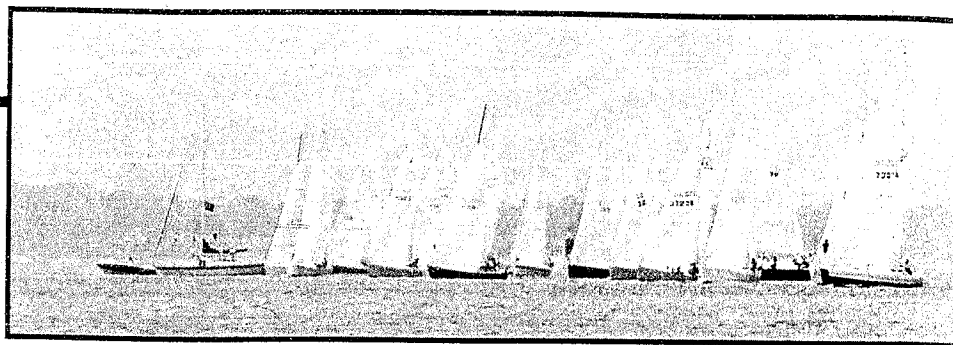
Kickoff Reception at Annapolis Yacht Club.



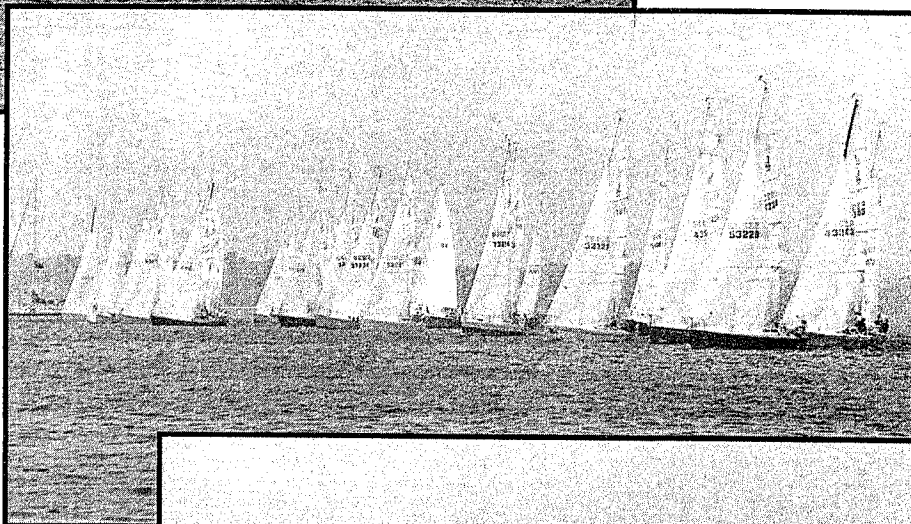
After the race at AYC.

J[®]
30

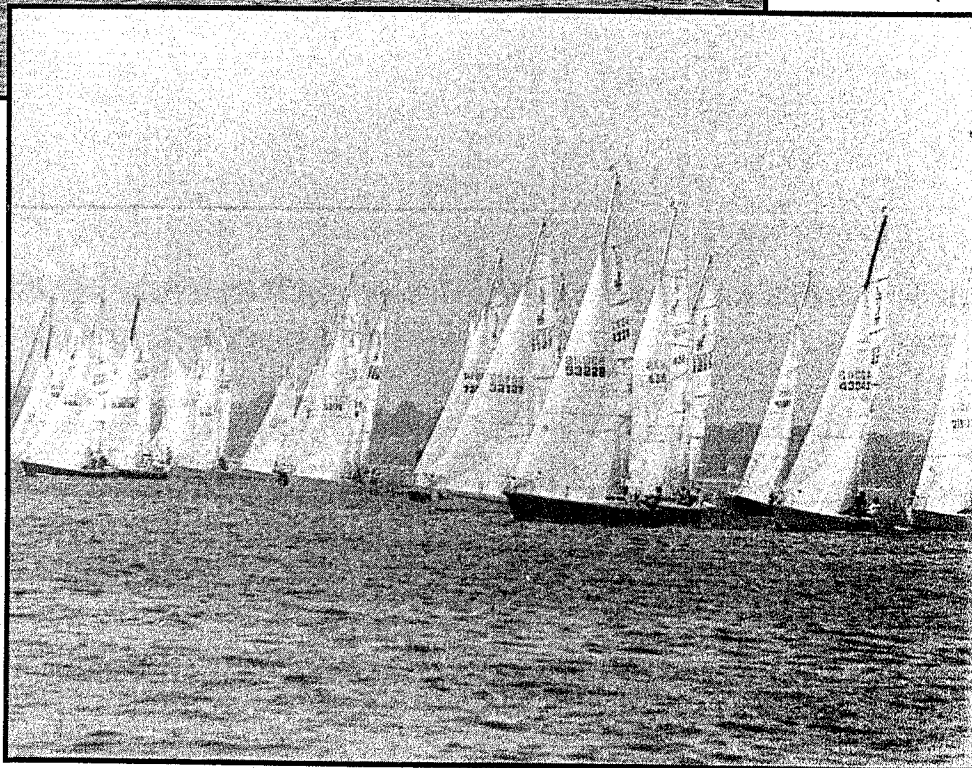
The Racing . . .



Starting sequence 1.

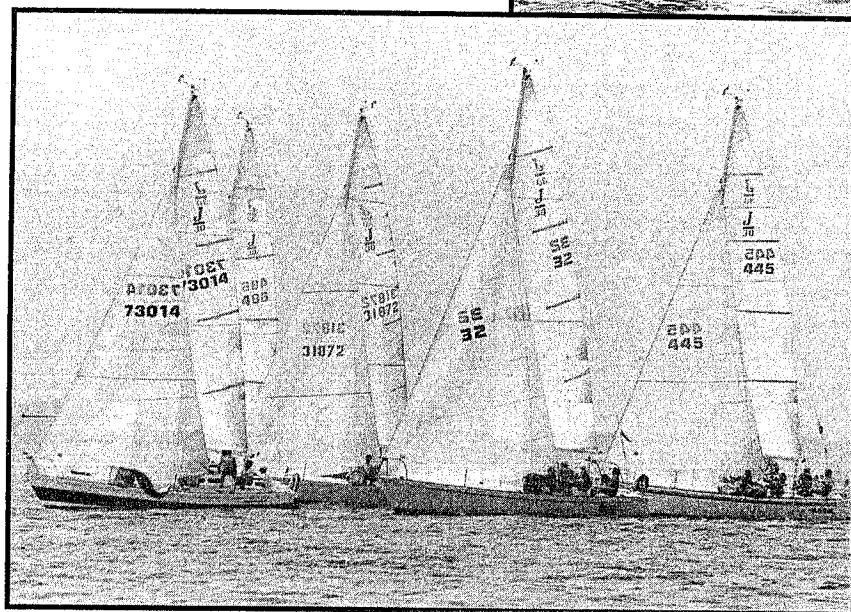
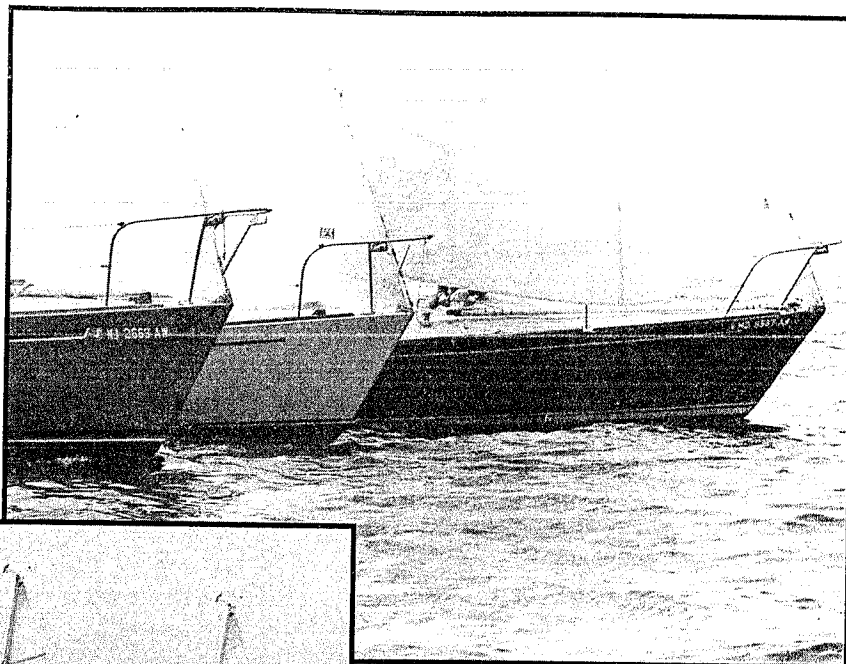


Starting sequence 2.

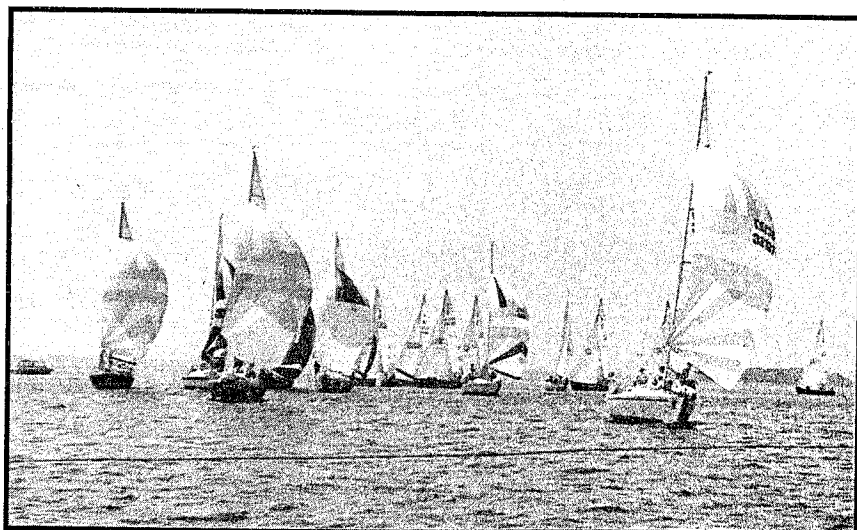


Starting sequence 3.

Close Action . . .



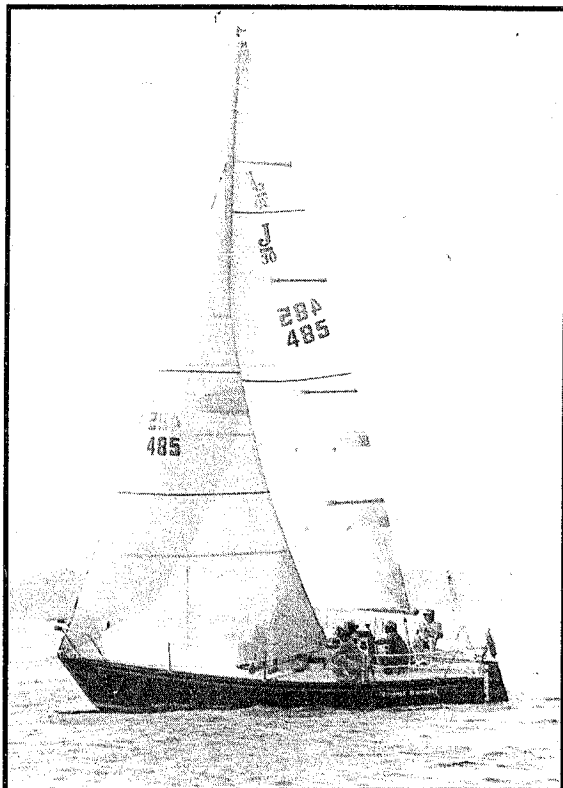
SPECULATOR leads a tight pack.



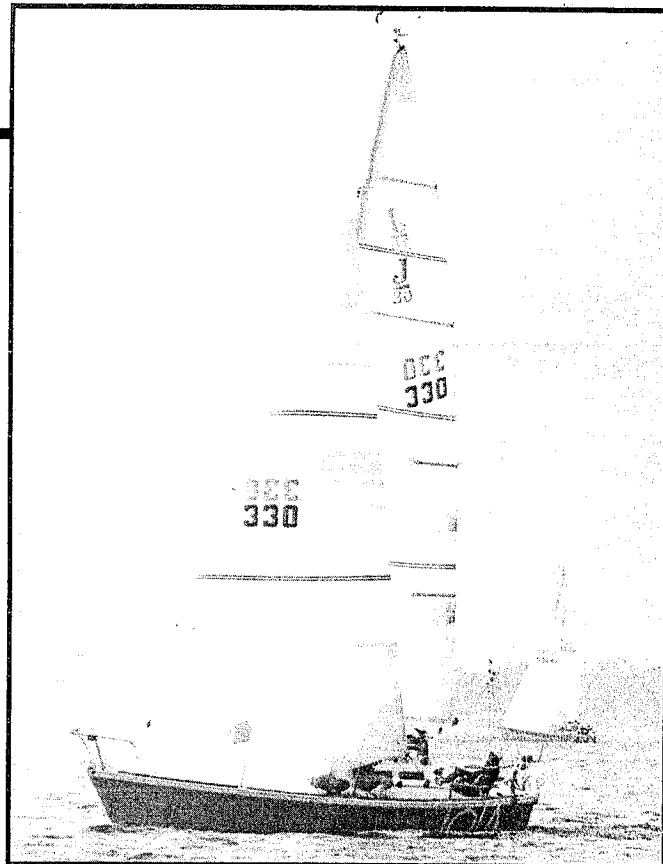
VALKYRIE breaks away.

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Visiting Sailors . . .



Duggan and Bello from Massachusetts.



The Noyes from Long Island Sound.



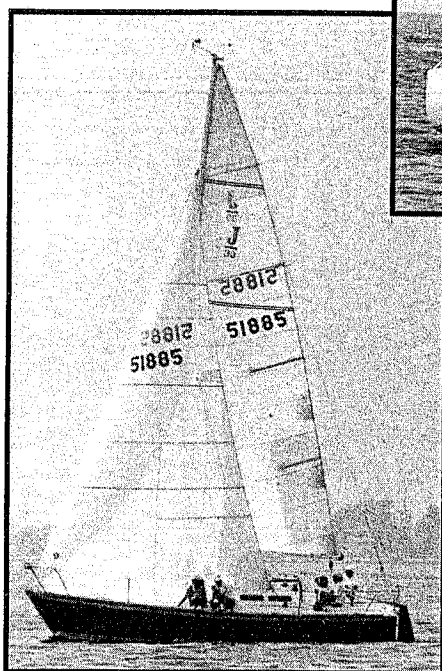
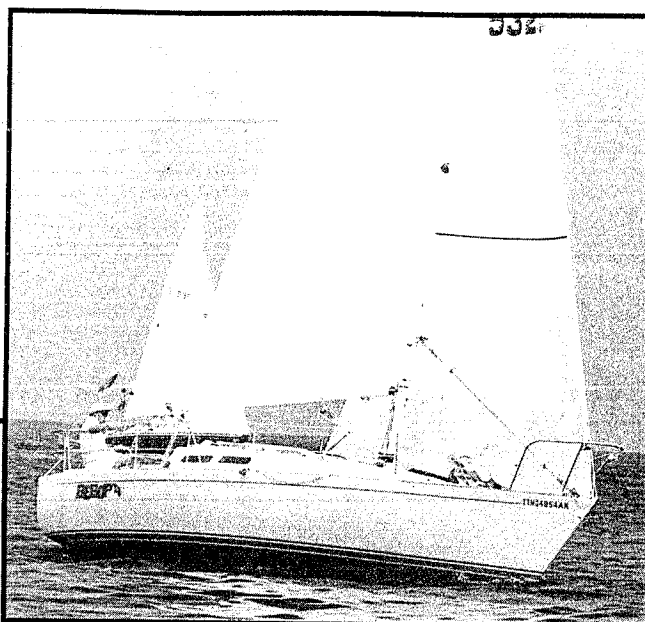
Florida's Dave Berg and crew on Bob Martin's DELTA DAWN.



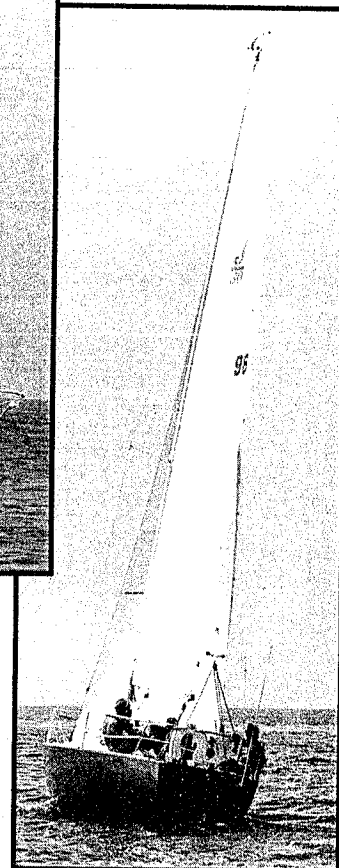
Carolina sailors aboard Chip Devine's DREAMBOAT ANNIE.

The Winners . . .

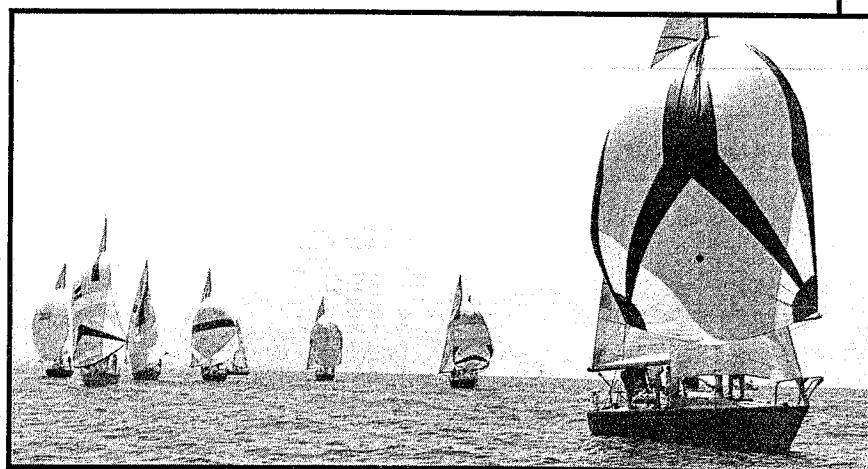
1st Place
BE BOP - Bill Rutsch



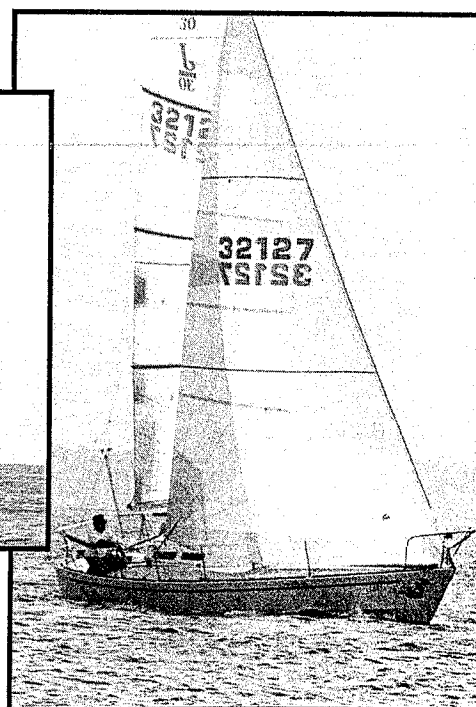
2nd Place
HOT ROD - Ray Hales



3rd Place
DECK WORKS - Ensor/McChesney



4th Place
TURBO DUCK - Bodo Von Der Wense



5th Place
VALKYRIE - Ron Peterson

1990 NORTH AMERICANS FINAL RESULTS Annapolis Yacht Club • Annapolis, Maryland

	Yacht Name	Owner	Points for Race #					Total Points
			1	2	3	4	5	
1.	BE BOP	B. Rutsch	7	5	3	3	.75	18.75
2.	HOT ROD	R. Hales	2	4	4	5	6	21
3.	DECK WORKS	Ensor/McChesney	3	6	2	7	18	36
4.	TURBO DUCK	B. Von Der Wense	5	11	8	18	4	46
5.	VALKYRIE	R. Peterson	17	2	11	9	11	50
6.	VALHALLA	S. Bardelman	4	19	6	17	7	53
7.	AVITA	Nassetta/Watson	10	8	13	21	3	55
8.	SPECULATOR	L. Potter	9	3	23	19	2	56
9.	WOOLY BEAR	T. & T. Rapp	24	14	5	2	14	59
10.	NO RESPECT	R. Harrison	19	17	9	6	9	60
11.	GUNSMOKE	M. McGuirk	.75	9	15	4	RET	60.75
12.	SUMMER	P. du Pont	11	13	12	16	10	62
13.	JAZZ	J. Hall	DSQ	.75	.75	13	19	65.5
14.	TWILIGHT ZONE	G. Swangler 12	12	23	16	10	8	69
15.	PRYDWEN	J. T. Edman	28	12	17	.75	12	69.75
16.	DELTA DAWN	D. Berg	8	15	25	20	5	73
17.	LOLA	A. Noyes	15	21	21	11	13	81
18.	TIGER	T. Donlan	14	18	7	12	RET	83
19.	VIVACIOUS	B. Munz	18	20	14	14	21	87
20.	ELUSIVE	D. Hegreness	13	22	10	23	25	93
21.	DREAMBOAT ANNIE	Raney/Coleman	25	7	26	8	DNF	98
22.	ROADRUNNER	Heinz/Zoph	22	26	19	15	20	102
23.	BIG KAHUNA	L. Christy	6	24	18	22	RET	102
24.	SEA BISCUIT	Owings/Owings	21	16	24	27	16	104
25.	ENCOUNTER	D. Dowling	20	10	27	32	15	104
26.	PEACHES	R. Plessner	26	25	22	24	17	114
27.	MOGUL BANDIT	T. Duggan	23	27	20	31	24	125
28.	INSATIABLE	Anderson/Tobin	27	PMS	28	25	22	134
29.	DAS BOOT	S. Kaminer	16	28	31	30	RET	137
30.	EASY VIRTUE	G. Bower	29	29	30	29	23	140
31.	MAVRIK	A. Armstrong	32	DSQ	29	32	DNF	157

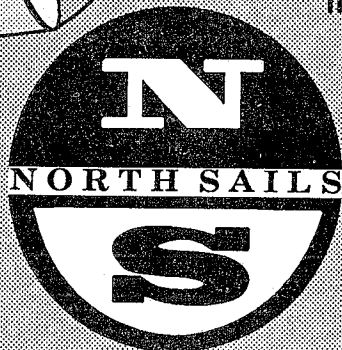
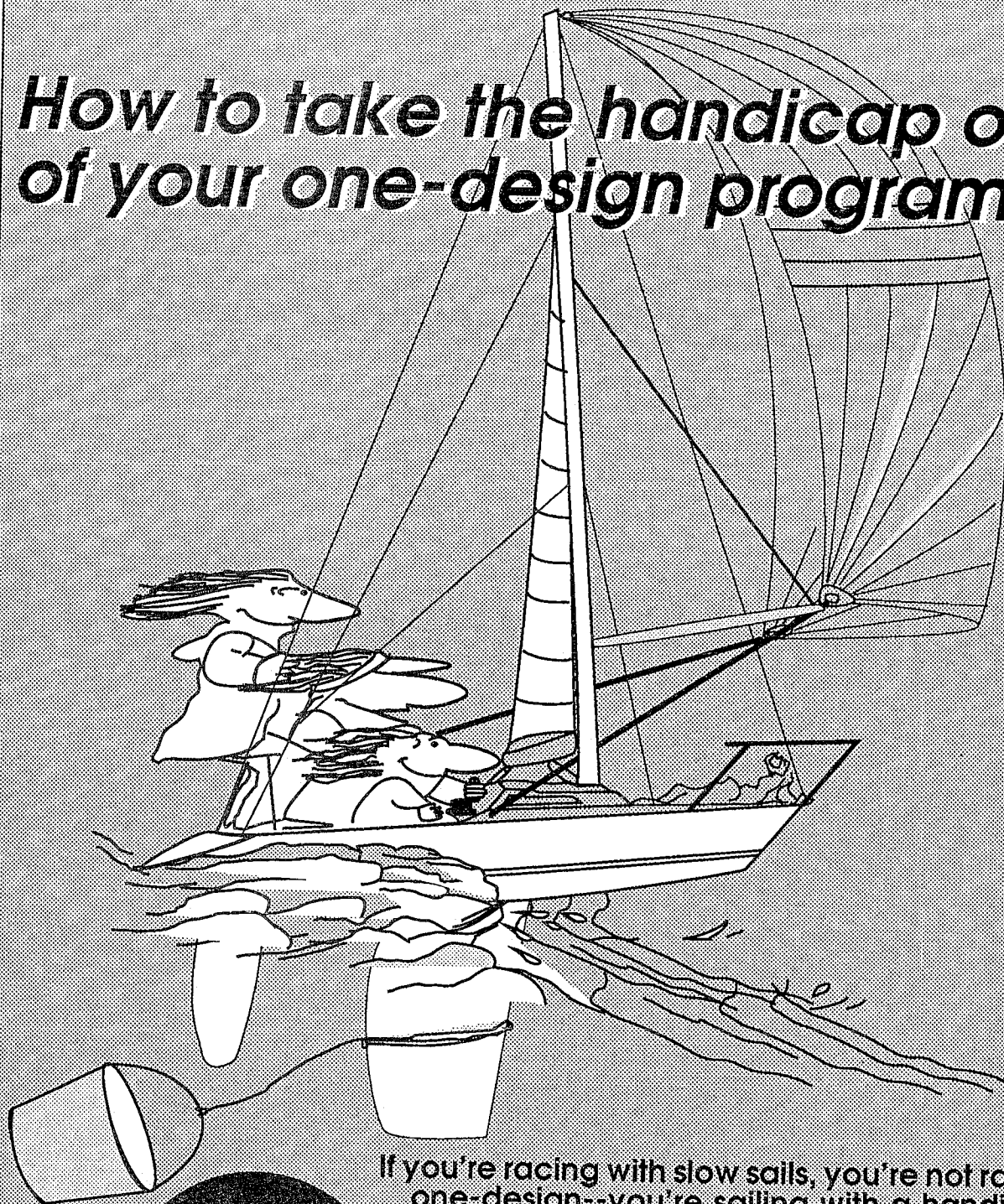
Race Notice

1991 North American Championships

The 1991 North Americans will be hosted by the Southern New England District. Details are yet to be finalized, but it looks like there are two possibilities.

The preferred option is a J/30 event on Buzzards Bay on Sep. 6 - 8. The other option is to utilize the National Offshore One-Design (NOOD) Regatta in Newport, RI on Aug. 16 - 18. More information will be forthcoming soon.

How to take the handicap out of your one-design program.



If you're racing with slow sails, you're not racing one-design--you're sailing with a handicap. Think about it--if your sails are out of shape, you're losing boat speed. And if you aren't fast, are you really racing at your best? Take a look at your sails. Take a look at your knotmeter. Need any help? Call us.

North Sails Chesapeake

321 Second St, Annapolis, MD 21403
tel: 301-269-5662 fax: 301-268-8155
Hampton 804-722-4000 Baltimore 301-276-0988

Past J/30 Champions**North American Champions**

1980	Holland, MI Macatawa Bay Yacht Club	Rod Johnstone 9 boats	MOODY BLUE
1981	Newport, RI Newport Sailing Center	Rod Johnstone 12 boats	GINCH
1982	Houston, TX Houston Yacht Club	Robbie Pierce 10 boats	DOLPHIN
1983	Westport, CT Cedar Point Yacht Club	Chuck Brown 28 boats	BOADICEA
1984	Westport, CT Cedar Point Yacht Club	Chuck Brown 23 boats	BOADICEA
1985	Annapolis, MD Annapolis Yacht Club	Rutsch/Aras	BE BOP
1986	Annapolis, MD Annapolis Yacht Club	Rutsch/Aras	BE BOP
1987	Newport, RI Newport Yacht Club	Rutsch/Aras 27 boats	BE BOP
1988	Rye, NY American Yacht Club	Dave Berg	DIRE WOLF
1989	Annapolis, MD Annapolis Yacht Club	Rutsch/Aras 27 boats	BE BOP
1990	Annapolis, MD Annapolis Yacht Club	Bill Rutsch	BE BOP

Mid-Winters

1981	Ft. Lauderdale, FL	Mark Ploch 5 boats	AVATAR
1982	Ft. Lauderdale, FL Lauderdale Yacht Club	Ridge McKenna 15 boats	HIWAY CAFE
1983	Ft. Lauderdale, FL Lauderdale Yacht Club	Ray Sullivan 15 boats	CLEAN SWEEP
1984	Key Biscayne, FL Key Biscayne Yacht Club	Buddy Culbertson 11 boats	GRITS
1985	Key Biscayne, FL Key Biscayne Yacht Club	Peter Harbleb 11 boats	BLITZ
1986			
1987	Key Biscayne, FL Key Biscayne Yacht Club	David Berg 11 boats	HOT AIR III
1988	Key Biscayne, FL Key Biscayne Yacht Club	David Berg 12 boats	HOT AIR III
1989	Key Biscayne, FL Key Biscayne Yacht Club	David Berg	HOT AIR III
1990	Key Biscayne, FL Key Biscayne Yacht Club	David Berg 6 boats	HOT AIR III

Captain Ron Peterson

Flight of VALKYRIE

Stardate 6231990—Annapolis/Bermuda

The end of February 1990 Ron Peterson, Bruce Miller, and Bob Wiggins were celebrating our victory in the PHRF-II Frostbite Series at AYC. We later found out that VALKYRIE also was awarded the overall PHRF trophy for winning the first and second halves, as well as best record of all PHRF classes.

BULLFEATHERS, a Taylor custom 34 1/2 foot was to be our vessel of choice for the 1990 Bermuda Ocean Race (BOR), having competed in 1988 with her. We had some tentative plans and a few interested crew. Her hoped-for sale (some 12 months on the block) finally was signed mid-January. Our discussion on summer racing plans, goals, and dreams now had a big hole. Three bottles of champagne later, the invincible three determined—"Let's take VALKYRIE!" Friends, associates, wives, girlfriends over the next four months would all question our mental capacities, say we were nuts, ask to take out insurance policies on us, etc.

Fearlessly we charged ahead, asking other friends if they would be interested in crewing for the race, in delivery for the return trip, accommodations in Bermuda, food preparation and lists upon lists of things to do on VALKYRIE.

VALKYRIE is a 1982 J/30, formerly known as MURPHYS UNCLE. My previous J/30, VALHALLA, had been sold two years prior when we thought the larger BULLFEATHERS would be a natural move up. One season of PHRF racing with a crew of 10—the costs, plus all logistics required to campaign it, convinced me one-design racing was where it's at. Why did I ever sell my love, VALHALLA? MURPHYS UNCLE was available at an economical price that would allow the changes we

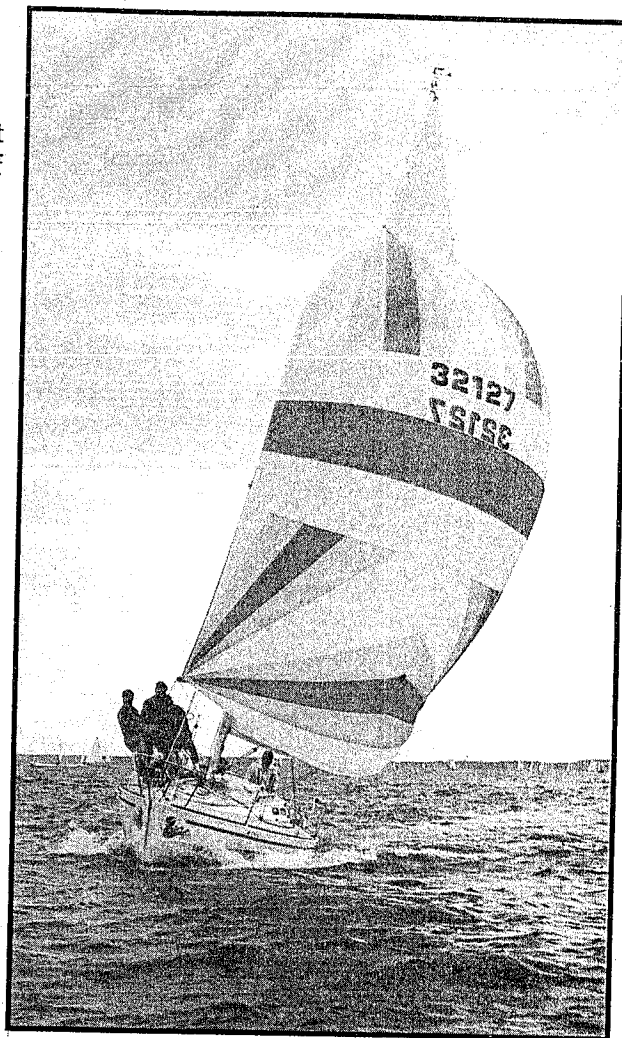
wished to make without coming near the cost of a new J/30.

The winter of 1988-89 saw the crew strip the boat. Ninety percent of the running gear was changed; the only thing left was the windless. New spinnaker halyard, outhaul and flatner added. Electronics were changed, sail comp added, stereo system added (sounds are most important). The hull was sand blasted and epoxyed, keel faired and epoxyed. The deck was ground down and previous holes filled in, then painted white and light gray non-skid. We varnished the cabin sole, cleaned the wood, and off we went.

The 1989 season was good. We always felt our crew was in the hunt of things. We had finished third in CBYRA High Point, placed well in the J/30 class Wednesday Night Series, shot ourselves in the foot during Race Week with over-early not called back, losing a protest to place fourth in the 1989 North Americans-J/30. 1990 was to be the peaking of our new boat learning experience and a comfortable racing season, if there is such a thing. Now we decide a racing season-plus.

A crew nuts enough to go with a crazy captain is the first priority. Prerequisites in order were:

1. compatibility,
2. previous offshore experience,
3. J/30 experience, and



VALKYRIE charges down the Chesapeake.

4. other knowledge or talents that would be useful.

While initially many were skeptical as to our commitment, by the end of March all were in place and several others offering and wishing to go with us up until a week before departure.

The Crew:

Ron Peterson

Captain, cook, boat mortgage payer, three previous passages to Bermuda, seven years racing experience on Chesapeake Bay and the Atlantic.

Bruce Miller

Watch Captain, numerous races

Continued on next page

Flight of the VALKYRIE . . .

Continued from previous page

to Bermuda, Newport, Atlantic passages, Mediterranean sailing several years, plus years of racing on the Bay.

Todd Barr

Navigator, ship's license, second officer on tankers out of the west coast, racing enthusiast—Annapolis to Newport and Newport to Bermuda several times.

Jay Herman

Captain's license, boat delivery in the Caribbean, owns Annapolis Rigging—our traveling repairman if needed.

Jeff Bannon

Many years racing on the Bay, works with and on boats, delivered many vessels offshore.

Ed Finn

Years of racing off Connecticut-Newport area, lately on the Bay and on the J/30 DAS BOOT.

Bob Wiggins

Regular crew member on VALKYRIE, Bay racing for years.

With the crew in place, our attentions turn to the boat, provisioning and the return trip. By luck, a former crew lady and sometimes racer with us now, Katie Correll agrees to head up the return group. She had sailed back with me from Bermuda in 1984 aboard BETTER MOUSETRAP. A friend of a Triton owner finds rooms for us in St. Georges, Bermuda. My wonderful wife Ann agrees to pre-cook our dinners and oversee the foodstuffs, and hopefully to greet us in Bermuda with cold champagne!

The Boat—some items will be left out, but as best I can recall they were:

1. All running rigging not replaced last year is now done.
2. Head foil replaced; some cracking signs noted.

3. All life lines examined and reinforced where necessary; a man overboard pole system hanked on.
4. Water - where do you store a minimum of 49 gallons? We obtained the French water bags, putting them under the salon berths. To the original 15 gallons we add 37 1/2 gallons in bags, 4 ditch gallons, 8 frozen gallons, 4 scattered individual gallons; Total = 74 gallons.
5. Fuel - topped off tank and added two five-gallon containers strapped in stern.
6. Our regular anchor plus a large additional one with chain and road is stored behind the engine.
7. Pipe berths are installed above the salon berths; those two will be used for sleeping, plus one of the lowers; the other lower will hold all our personal gear; each person is allowed one bag (maximum of 40 lbs.); suggested list of gear was compiled that each crew member could bring.
8. Engine gone over completely, new jets, etc.; spare belts, filters, etc., obtained and made into repair kit that we take.
9. Sea swing for cooking borrowed; cooler - large for dry ice and meals after 4th day.
10. Life raft (8) examined & refitted.
11. New companionway board cut - a one-piece.
12. Added a second manual bilge pump.
13. Added a cockpit repeater for the loran, a clock and barometer.
14. Sailwise, we decided to sail with the full J/30 class complement, except that the headsail was a 155 mylar purchased for PHRF races; in addition, DAS BOOT loaned us a 1 1/2 oz. chicken chute they had; I brought along

the previous narrow shouldered 3/4 oz. in case we blew out the regular; purchased a storm jib from Bacon Assoc. and had our tape installed; took an older 155 dacron headsail, had it high cut for a blast reacher; we had a daisy staysail in case, as well as a storm trisail; the only new sail purchased was a No. 4 headsail; total 11 sails as we left.

With the sail selection complete, the crew and others putting in many hours on boat preparation, we also concentrate on our race plans and contingencies. No one is sure what the new marks are up and down the Bay. The government was to have changed many in 1989 but didn't. Now it's 1990 and we know several have been moved. Todd Barr, our navigator, has a vessel to take to Fishing Creek. On the way down all bouy positions are checked and loran coordinates are entered. We start receiving gulfstream facimilies from N.A.S.A. For a couple of months prior to the race we will track its' movement, the eddies, hot and cold. Weather patterns are observed for the same period. Past experience has shown that staying north of the rhumb line is the best once out of the Bay. Unless (always a "what if?") there is a storm or better wind to the south. Rarely, if ever, has anyone done well going around the southern side of Bermuda.

The week prior to leaving all somehow starts coming together. My wife Ann has cooked and frozen most of the meals. Meredith Miller will cook enough chicken not only for Saturday evening, but for snacks during the night and next day. Ed Finn's friend Sherrie will put together at least 8 pounds of brownies. Jay Herman wants carbo (carbohydrates), so his friend Dana will

Continued on next page

Flight of the VALKYRIE . . .

Continued from previous page

fill near to the brim a 5 gallon plastic container —labeled “toxic waste”— with pasta salad. “It’s been scrubbed and used many times before by my mother,” claims Jay. Todd’s friend, a nurse, has put together our first aid kit. As in previous years, I feel this kit most important. We will have necessary items and drugs for three days should someone have severe sea sickness or a traumatic injury. Candy Wiggins, a dental hygienist, has obtained hot pink toothbrushes and matching paste— now we can conquer the world!!

Wednesday, June 20, VALKYRIE is given its’ final scrubbing and the onloading process begins: dry goods first—“How many rolls of toilet paper did you say we could bring, Ron?”— stuff and food and stuff and stuff. Nooks and crannies are filled (always remember to write where it is, or at the least, two people do it together). Navigator granted starboard quarter berth with all his gear. He’ll be on 24 hour alert & call. Catnap when he can.

The crew has elected to travel with no beer or wine this race. We will mix ice tea, Crystal Lite, etc. with water; some sodas, but again to a minimum. We want as little refuse as possible, as it will be carried with us to Bermuda. The life raft and dry ice cooler are lashed to the port side of the companionway. All foul weather gear and wet cloths must be changed and stored in the V-berth section. The main salon will be kept as dry as possible.

The waterline sinks, sinks, sinks. We don’t even have the crew on. Our 6000 pound vessel I know looks like 12,000 pounds as we prepare to leave. Skippers meeting on Friday night lengthy, with no new news on the weather or gulfstream. The Coast Guard and Chesapeake Bay pilots

VALKYRIE—The Return

The return couple—Katie and Brian— and crew had a more difficult return passage, but were able to motor for a couple of low wind days. The highlight of their passage occurred on July 4 when they caught a 70 pound white marlin. Imagine my astonishment on Saturday to see VALKYRIE steaming into the Annapolis Yacht Club with two large fishing poles sitting in PVC pipe lashed to the stern pulpit like some 40 foot sport fisherman out of Miami, flying a flag made out of a white T-shirt declaring to the world, “White Marlin Released.”

advise caution—no kidding. A major storm rolls through—at least 3 inches of rain in an hour, lightening, 35-40 mph gusts. Is this what’s coming? The storm puts all contestants on edge.

Saturday morning the last item we can think of, the radar reflector, is fastened on. We gather in the cockpit, seven guys, for final discussion, plan, prayer and prognosis. We make the ten o’clock bridge opening and are away.

Several friends are out on a power boat to see us off. They hand me two cans of Dark and Stormys (Bermuda’s drink of rum and ginger beer)—“When all else fails,” they say. Bill and Teri Munz and their J/30 VIVACIOUS come out to wish us Godspeed. With them are Ann, and Frank from my company. He asks for my sales accounts and wished us well. Later, Steve on the power boat will maneuver his boat near our bow some ten minutes into the start and release several dozen pink balloons across the bow. What a send-off!!

The start will be simple—long line, ten competitors, be there at the gun. Will be a spinnaker start in 10-12 knots of breeze. We hit the line, first with chute up, no over-early flag—we are away!

Within first half hour we are pleased with our boat speed and have determined the competition to be DRAGONQUEST and BODACIOUS. We all have raced the Bay many times. Loran is programmed for key points down the Bay. The wind goes fluky early afternoon, shifts, drops off, picks up. We race as if doing a usual day

race. By late afternoon we are through most of the Division III boats and sailing with some of the Division II boats. We have managed a horizon job on our class. The chicken, as dusk fell, never tasted better.

During the evening, winds build, chop develops—the nemesis of a J/30. We drive the best we can, see several vessels but have no idea of where we are in relation to our class. Every slam into a rogue wave drops the boat speed to half, several minutes to build back to 6 1/2 knots. The heavier, longer boats are doing better. We take pains to follow the plan: watch current, stay close to rhumb line. After all, we race down the Bay several times a year. We are old hats at this. Ha! Somehow it still feels new. Dawn breaks. We are in great shape: still with Division II boats. We later determine we are tenth vessel out of the Bay.

Sunday winds again go flat. By picking our spots, work on shifts; change headsails several times, we get ahead of the ketch. Again a horizon job on BODACIOUS. At early dusk have had a fantastic dinner of shrimp over angel hair pasta in cream sauce. We sail into a hole. Within two hours the ketch sails past us, as does the green BODACIOUS. We cannot get out until 11 pm - midnight. Within 500 yards, they just sailed past.

This evening saw the first of several major challenges. The skipper, having finished his duties in the head is starting his powder job, when a sudden wave lurch throws him against the head. CRACK—the bowl breaks at the flange

Continued on next page

Flight of the VALKYRIE . . .

Continued from previous page

where it connects. We are faced with bucketing it the balance of the race.

Monday broke with a beautiful dawn. We are moving at 4-5 knots. A couple of distant boats in sight. Do not know who they are. We see dolphins and several whales, one monster larger than VALKYRIE.

Hit the Gulfstream at noon. Not rough, but wind is up. Within one hour of putting this diary down, the storms started to hit. Breezes at 25 knots, gusts to 34 knots. The rains hit. Everyone, all seven of us, on the high side trying to hold the boat down. We ride out the storm in two hours. Things calm down but we are all wet. I'm sure everyone has their own thoughts but mine go mostly toward—"Was this boat the right decision?" Not that the J/30 was in any way unseaworthy. But it became clearly evident that to go as fast as we wanted, we would have to constantly work at boat speed. Constant attention must be given to weight distribution, sail changes, crew alertness, health, navigation and looking for wind.

Throughout the night we must ride up the waves and down the back side. Always alert, miss one exactly right and the vessel crashes with a slam, shattering any thoughts of sleeping soundly, also losing half your boat speed. Only catnaps are possible in our berths. Only the two on the high side tend to be comfortable. Navigator (always on call) constantly occupies the starboard pilot berth.

Weather has been rough this evening, so we must delay our Italian sausage and beef marinara. We survive instead on cheese and crackers, candy bars, oranges and fruit drinks. Coffee becomes a major contribution to our

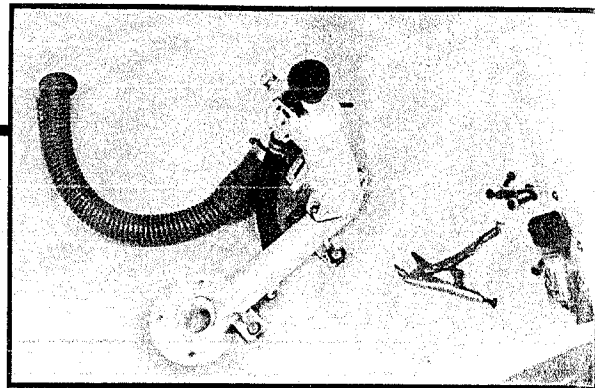
bodies. We drive into the night with a full main and number three. The blackness is awesome.

During Jeff's watch—SLAM!—someone hits him! He turns to Bruce, giving a return punch. "What did you do that for?" Bruce says, indignant. Well, he was there, wasn't he? Further investigation solves the mystery. Driving at seven knots, a flying fish crashed into Jeff's back. Evidence on his white sweat shirt reveals two eyeballs, blood and fish scales. Oh, the joy of sailing . . .

Tuesday night has been horrible. Two fronts appear to be fighting for dominance. We have sailed between due north to 220°. Had the 1 1/2 oz. spinnaker up for several hours, then the 3/4 oz., then the 155 headsail. Port tack, then starboard tack, several vessels in sight—all of us seem to have problems. We are near a C&C 40 for a long time, then seemingly only 100 yards away we get moving. He is going north, we at three knots heading on the rhumb line.

Two hours later we are sailing into a hole. We see a big boat we believe to be BODACIOUS with its' headsail down. No breeze. We sail slowly within 300 yards, tack away to the south, make about half a mile in half an hour hoping for the breeze to fill in. Again it came in from the south and we get it first. Our half mile on BODACIOUS becomes 4 miles by the time the breeze hits them. They will follow us all day.

Mornings are beautiful. The 2 am to 6 am watch has always been my favorite, if only to watch the sunrise. Today, Wednesday, will find a full day of life at 15 degrees.



You have to be accurate to use this head!

Unfortunately, what first was thought to be seasickness on Bob's part develops into queasiness for Bruce, Jeff and Todd. Cookies are lost. I fear a major problem is sickness strikes us all halfway to Bermuda. Can three of us carry on? The joy of using the bucket already is enough. Fortunately, even though ill, no one is down—we carry on. The investigative unit swings into gear. The mystery is solved: the unrefrigerated 5 gallons of the pasta salad had gone bad (a container of ice should have been placed inside the container). To the deep goes the balance of our salad. The bucket is renamed "nuclear waste." It will become the bucket of distinction for the return voyage.

We have good breezes all day—18 to 20 knots, seas 3-5 feet. We use the full main and a number two headsail. Bouncy but livable. We have the usual sandwiches at noon and will have roast turkey breast at dinner. The repair job on the head doesn't work. Taking off the bowl had repaired the split piece with mastic, supposedly to seal like iron. Had let it set for 4 hours, then refitted the bowl. Took a second mixture of mastic to the two bolted pieces up to 1/2" thick. The job was not destined to hold. We would have to use the bucket for our journey.

The navigator is aiming for our first cold water eddy tonight. It's a small one (25 miles wide), but we feel the extra push is needed. In fact, everything for our little boat will be needed. Right on the money at 2120 hours our over-the-ground speed moves up to 9 knots. BODACIOUS, who has sailed further south, appears on our stern again. She stays with us for an hour or so, then

Continued on next page

Flight of the VALKYRIE . . .

Continued from previous page

cracks off for the south. We continue to hug the rhumb line. Breezes good, 20-21 knots. Seas now 2-3 feet.

Thursday morning breaks with the usual beautiful dawn. We have averaged 7.2 knots through the night. Suddenly we are thinking landfall some 172 miles away. By mid-morning breezes start falling—up with the number one, seas 1-2 feet, wind 11 knots, sped slightly over 6 knots; some six to seven dolphins appear as if by magic to guide us to Bermuda, skimming by the bow, just missing VALKYRIE. Our friends play with us for half an hour and move on to someone else, somewhere else in the Atlantic to frolic.

Concern is expressed by our navigator. During the night some 200 miles out, the loran failed to compute latitude and longitude. All of a sudden it refused to answer commands to navigate—transmitted T.D.'s only. We're still secure, but I break out the emergency loran. This unit had brought us in to Bermuda two years ago; it would do it again. This time we would not have such luck—the micrologic computed latitudes and longitudes for the Chesapeake Bay only. Would not help us out. Dead reckoning would have to bring us in. We pick up an AM station right off our starboard bow where Bermuda should be, so we feel okay; too far out for the RDF yet.

Settle down, concentrate on the race. No boats in sight. We have been near a pack of six to eight vessels for several days—several classes—two boats and BODACIOUS from ours. They think we are a J/35 (fractional rig, right?) BODACIOUS had reported a J/30. Everyone else saying no way, to the extent we later learn they even started to believe we were not who we purported to be.

A gentle sail on the dying breeze, when—CRACK!—our main comes crashing down. Our main halyard has broken at the end of the swage. We rig the boatswains chair. Jeff becomes the first to head up. We sail under the number one only, making 2 1/2 - 3 knots. He can only get as high as the uppers on the spinnaker halyard. He attempts to shimmy the rest of the way by hand. The stick is slippery with salt spray, so very dangerous with a pitching sea. Even though lashed to the stick, cannot work up; finally slides down. Cannot get it. Jay is determined. Up he goes, figures if he can get close, will lasso a line over the top with a leaded weight from the emergency fishing kit.



Six days at sea sure does make a man thirsty!

Will let it down, tie up the spare spinnaker line, pull it up and over, fasten it to him, then we manhandle him to top. We attempt to go dead in the water to minimize pitch. Still bouncing, get about 3 feet above uppers, some 6-7 feet to go. First throw over works, line lowered, spinnaker sheet attached and hoisted up. It catches, will not go over top—jerk! slack! flip!—nothing. Finally separates and comes crashing to deck. Jay is heartbroken, but must come down.

We put up the main, double reefed with number one, make 3 - 3 1/2 knots after settling down, but hating life. One hundred miles to go. We are

concerned also. Both men, while at the top, report no vessels in sight. Why are we alone? Are we that far off track? What happened?

Jeff determines one more try. We didn't come here to sail, we came to win. Under sail, he walks up the mast, perpendicular, as we hoist.

No speed loss. He has two sail ties to attempt getting three feet higher on his own. Does make the ties, starts to swing the weight—ten tries later no luck, will have to quit. On last try, it goes over, but swings and wraps the backstay and topping lift some 6 or 7 times. We cannot untangle it. We cannot get the spinnaker line up. Jeff comes down. Gloom on VALKYRIE is intense. There is no joy in Mudville.

Slight wind shift, put up the chute, with double reef. We are still hating life. Making 3 knots, though.

Late in the afternoon, some 7 to 8 miles away we see a vessel on our stem, closing. An hour later we identify it—it's our nemesis BODACIOUS, coming to haunt us. We watch as a second vessel appears. We have been head to wind for 45 minutes and sailing hurt for 4 hours. We watch another hour. The pain is intense.

Jay can stand it no longer. One more try will be attempted. A step is fabricated out of line. Will have to tie it somehow to the skinny, slippery mast, reach the tangle, drop the weight, raise the hoist line, pull Jay to the top, drop the feed line through the mast, fish out the tail, attach the jib halyard, repull it through the mast, cut all the various lines and entanglements down—get Jay down.

We fall off to zero knots, Jay goes up. Seconds seem minutes, minutes seem

Continued on next page

Flight of the VALKYRIE . . .

Continued from previous page

hours. Dead in the water. We are losing 3 knots an hour. Breeze starts to pick up, more bounce, more swing. Please, God, let him be safe. Step holds, he can reach the tangled mess. Agonizingly slow, not knowing yet if we can succeed. Finally we haul him to the top. Almost impossible to hold on, to say nothing of fishing a line through the mast. I command Jay—5 more minutes max. Five minutes become eight, then success—lead line is fished out. Four minutes to cut loose our steps, and straps, one minute down, three minutes to rerun the new halyard and in 25 seconds the full main is up and pulling.

BODACIOUS is abeam, but behind. We pull even with their speed as darkness falls. We are again in the hunt. Bermuda: 72 miles ahead. We celebrate with our gourmet dinner—homemade beef stew, fresh green salad and club rolls. Too dark to wash dishes; they'll be done in Bermuda.

Eyes straining for lights, we see none. Two new vessels appear to the south, but we hold even. BODACIOUS heads up toward the south. We feel we are on the rhumb line. Where are we? Dawn breaks, breeze is up, fog and haze on the horizon, squall lines, rain patches now between us and the island. BODACIOUS to the south getting new weather first, moving ahead of us for the second time of the race. Finally we see NORTHEAST BREAKER—we are some five miles too far north. Squalls start moving in. Drop the number one for 15 minutes, up with the number 3. Drop number 3 back with number one. We are getting killed—chop is stopping our bouncing J/30. We must beat to the next mark. Some six yachts around us are pulling away easily.



Happy skipper and crew with trophy.

We revert to our Chesapeake Bay sailing. Breeze varies 6 knots to 15 knots. Chop and current against us, wind shifts 15 to 30 degrees. We play the shifts, tack on headers (we hope). Grind down. We must clear Kitchen Shoals and are afraid of the reefs. We sail to the edge until we see bottom—then realize we're still looking down 35 feet, trying not to hit the wave head on. Up and down. The gaps closing. BODACIOUS rounds the mark ahead. Two more miles to the spit they are three minutes ahead of us. We must pass the spit within 50 feet; we press on for speed, close but not enough distance, we shoot the mark to get our 90° reading and take our time, 15 29 16 GMT. It's over, we have finished, we are in Bermuda, 753 miles later, some 144 hours of racing.

We hear a cheer from BODACIOUS—"Hip, Hip, Hooray!" "Hip, Hip, Hooray!" "Hip, Hip, Hooray!" We respond in kind. They have beaten us to the finish line by one minute and 54 seconds. We will correct over them some five hours, but we all feel as if we've been match racing for six days.

Friends call us over the VHF. We are the first vessels of our class in. We know then we have won our division. We were the 23rd of 50 starters to finish. When all adjustments as to starting sequences are made, and the various divisions come in, we would adjust to FIFTH in Fleet!

Our J/30 VALKYRIE, our crew—oh so jubilant! Bragging rights had been

established for months to come. Seven men had come through one storm or waterspout with heavy seas, been becalmed, fought wind shifts, ate what we could, slept when we could. Seven personalities, at times cantankerous, generally harmonious, but always with one objective—to do our best and win.

We did.

Café Petáirsahn Entrés

6/23/90 - SATURDAY

- Kentucky Fried Chicken
- Fudge Brownies

6/24/90 - SUNDAY

- Shrimp & Asparagus in Basil Cream Sauce over Angel Hair Pasta
- Salad

6/25/90 - MONDAY

- Italian Sausage & Beef Marinara over Shell Pasta
- Club Rolls & Butter
- Salad

6/26/90 - TUESDAY

- Old Fashioned Beef Stew
- Club Rolls & Butter
- Salad

6/27/90 - WEDNESDAY

- Roast Turkey Breast in Thyme Cream Sauce with Mushrooms & Broccoli
- Sesame Bread Sticks & Butter

6/28/90 - THURSDAY

- Beef Burgundy with Pearl Onions & Mushrooms
- Herbed Long Grain & Wild Rice
- Salad

BON APETITE!!!

A Brief History of the J/30 Class

by Gordon Coleman

Although the first J/30 wasn't launched until late in 1978, the origins of the class date back much earlier. The history of any J boat design would have to start with the original conception of the J/24. This began when Rod Johnstone, an advertising salesman with *Soundings*, decided to try to sell a boat design that he had worked on for many years (he actually learned boat design from a correspondence course and had built the prototype for the J/24 in his back yard in 1975). This first boat, *RAGTIME*, was very successful and proved that the design could work.

Working with Everett Pearson of Tillotson-Pearson boatyard, he began manufacturing the J/24. Rod's brother, Bob, a marketing executive with AMF/Alcort joined the partnership in February of 1977, and the combination of his sales expertise, Rod's design, and Pearson's boatyard made for a sure winner. Sales and promotion got a real shot in the arm when Rod and Bob, each racing in new J/24s, finished first and second at Block Island Race Week. By the end of the first year they had sold 750 boats, three times what they had anticipated.

It soon became apparent that, although the J/24 was perfect for the around-the-buoys-day-sailing crowd, it just didn't fill the bill for those who wanted a racer/cruiser with more creature comforts and better capability for long distance racing . . . enter the J/30 concept.

The lines for the J/30 were drawn by Rod Johnstone in the fall of 1977. The plan was to build a boat in the thirty foot range that could serve as both a racer and a cruiser, accommodate the crew comfortably overnight, handle distance cruising more easily than the

J/24, provide standing headroom, and allow the cooking and dining comforts of a larger boat. Above all, they wanted a racer/cruiser that would provide more boat and better one-design racing than was being developed with other thirty footers of the day such as the Catalina 30.

After a season's test of the sailing plug known as TRIPLE X, a half dozen scale models for looks, and five full-scale mock-up interiors, the J/30 arrived.

Production was started in the Fall River, Massachusetts plant of Tillotson-Pearson in December of 1978. Hull #1 was launched soon afterward. This boat, named WARHOOP, owned by Texan Bert Meadows, gained fame early as a result of an excellent showing in the S.O.R.C. events of 1979. Skippered by John Koliis and joined in the crew by Rod Johnstone, she had finishes of 44th in fleet for the St. Pete to Ft. Lauderdale, 3rd in fleet in the Nassau Cup race, and 3rd in class overall in the six race series. This was done with a 150% genoa, a standard length spinnaker pole, and without a design that was developed with the IOR rule in mind.

During the S.O.R.C. it was learned that the J/30 was sailing well above her rating in fresh breezes and below her rating in under 10 knots of air. It was decided at that time that a 170% genoa and 10% larger spinnaker (one foot longer pole) was needed for the J/30 Class inventory to optimize performance in all conditions. These changes were later adjusted to come up with a 163% Class number 1 genoa.

July of 1979 saw the first J/30 one-design sailing event. The Ida Lewis

Yacht Club sponsored the J/30 East Coast Championships in Newport, Rhode Island. Thirteen J/30s participated in this series which, interestingly, preceded the first J/24 one-design regatta by six months. The team of Bill Kelly and Jory Hinman sailed *CHERRY BOMB* to a victory over second place *BANDWAGON* skippered by Rod Johnstone.

The first official "fleet" of J/30s was formed in 1979 at Holland, Michigan. Eight boats, led by the ever able Jim Stursma, set the precedent for fleet organization which has gone on to be the backbone of the class.

Great things continued to happen in 1979 for the J/30 group. J/30s took five of the top thirteen places in Class H at Block Island Race Week; the first official newsletter was published in September; and by the end of September, 130 J/30s had been shipped (twice as many as J/24s during the comparable time period).

In January of 1980 the first J/30 Mid Winters were held in Key West, Florida. Five boats participated in the inaugural event, but the available records do not disclose a listing of the competitors or the winners. In September of 1980 the first North American Championships for the J/30 were hosted by the Macatawa Bay Yacht Club in Holland, Michigan. Rod Johnstone, sailing *MOODY BLUE*, was the first NA champion. Nine boats participated in this five race series which was sailed using the loaner-boat concept that is still in use today.

The Board of the J/30 Class held its first official meeting by conference call in February of 1981. At this "meeting" Jim and Ann Stursma were elected

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A Brief History . . .

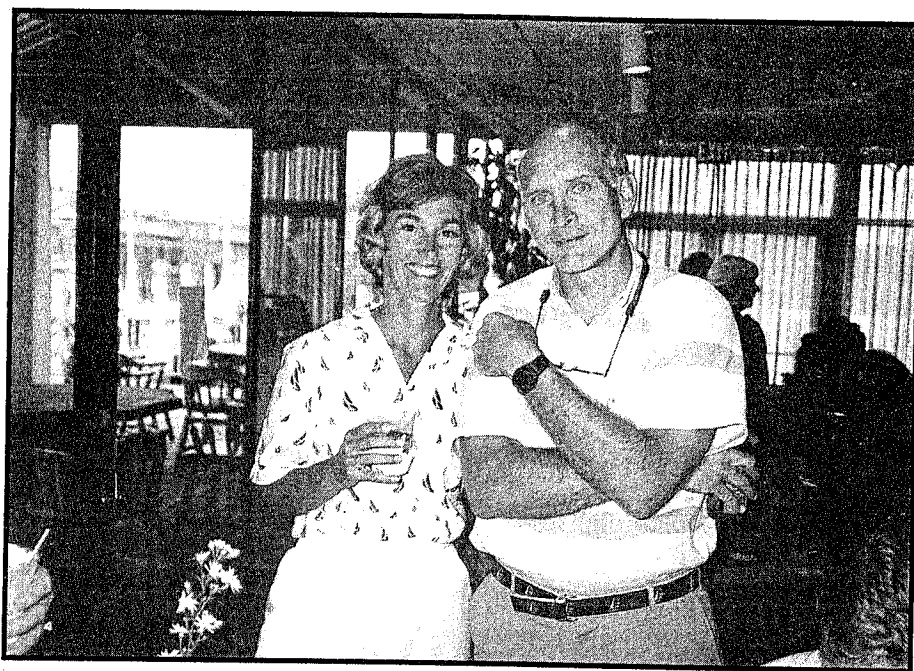
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president and secretary of the Class organization. It was also at this time that the format for qualifying for the North American Championships was conceived.

The class has continued to flourish over the years. We have had to undergo

The last J/30, hull number 546, was made in 1987. Since that time there just hasn't been sufficient demand for a production line to open up to produce new boats. An attempt was made to re-introduce the J/30 in a modified version in the late 1980's. A design was created which basically enlarged

flourishing. It continues to be one of the largest and most active one-design classes of boats over 24 feet in the world. The class has been particularly successful in such areas as Newport Long Island Sound, Chesapeake Bay and Biscayne Bay. There are very active fleets in New Orleans, the Great Lakes, Maine, San Francisco and in the Pacific Northwest. Even eastern North Carolina can get six or seven together for its major racing events.



Class Secretary, Gordon Coleman and his wife Jeanie.

The beauty of the J/30 continues to be the principles that led to the formation of the design and subsequently to the development of the class. The boat unquestionably is of sound design, built without compromise in materials and workmanship by one of the finest yards in the country. The idea of a boat that could be raced competitively or cruised comfortably is one of its great attractions. The class itself, through maintenance of tight one-design rules, good organization, and adherence to the idea that class racing should not be dominated by professionals, has done much to keep the "family-oriented concept" active in the J/30 philosophy.

some changes, most of which have been good for the organization and for the boat. A new cockpit and interior design was introduced by J-Boats in March of 1983. This change did result in the loss of the port quarter-berth but increased the cruisability. In April of 1983 it was agreed to allow the use of light air spinnaker sheets. After many years of controversy and debate, the use of Mylar in the number one genoa was finally accepted in January of 1985. The only other major change in the class rules has been the introduction of exotic materials into the sheets and guys used on the boat.

the forward cabin by raising the cabin top and enclosing the head. It was hoped that this modification would attract more cruising sailors. There were never enough orders and thus none of this model has been produced.

What caused the termination of production in a class that had such a rapid rise in the 1970's? The basic reason is simple. There are so many used boats on the market there is very little demand for relatively high priced new boats of any design.

But, don't for a moment think that the J/30 organization is not alive and

Winterizing Small Diesel Engines

1. Drain crankcase and transmission and refill with fresh oil, change oil filter.
 2. Close sea cock, remove salt water pick-up hose from water pump, and attach about 4 foot length of hose. Using 50-50 solution of antifreeze and water, start and flush thoroughly.
 3. Drain the cooling system completely, remove water pump impeller and pack water pump with clean fuel.
 4. To prevent corrosion caused by water and sediment in the fuel, drain and clean all fuel filters, change elements. Drain all fuel lines and refill with clean fuel.
 5. Pull compression release and turn engine slowly with the hand crank.
- Pour about 2 ounces of oil slowly into the suction pipe while turning engine. This will allow for a thin coat of oil on the valves and upper cylinder.
6. Release compression lever and stop turning the engine when the piston reaches top dead center on the compression stroke, so that the intake and exhaust valves are completely closed.
 7. Tape the openings of the intake and exhaust manifolds with duct tape to help prevent corrosion of the upper cylinder during lay-up.
 8. Scrape all rust or corrosion from exposed metal parts and surfaces. Scrub all metal surfaces with detergent and rinse thoroughly.
 9. Place a dust cover over engine. Do not leave the engine exposed to rain and sea breeze.
 10. Disconnect the battery cables, remove the batteries from the boat. Clean the terminal ends and batteries with a solution of baking soda and water, and rinse thoroughly with clean water. Apply a light coat of grease on the terminal end of the battery cables. Store the batteries in a cool dry place. Use a trickle charger to keep the batteries charged. **Do not** charge batteries near any open flame or confined area.

CAUTION

Wear safety goggles and rubber gloves to protect your eyes and skin.

Bleeding the Fuel System

This article contains helpful information for bleeding the fuel system of the Yanmar Diesel and all other small diesels as well.

Since the presence of air in the fuel system anywhere between the fuel tank and the injector will cause a "no start" or erratic running condition, always bleed the air from the system when the system is disassembled, filter is changed, or the engine has run out of fuel.

1. Make sure the fuel shut-off is in the "on" position.
2. **Bleed the air from the fuel filter.** Loosen the air bleed screw at the top of the fuel filter body and operate the manual handle of the lift pump until the air bubbles

completely expel in the fuel flowing from the filter.

3. **Bleed the air from the fuel return pipe.** Loosen the connector bolt of the fuel return pipe installed on the fuel injector, and bleed the air by operating the manual handle of the lift pump (if there is more than one injector, bleed the one at the end of the line).
4. **Bleed the air from the fuel line** (line from the filter to the injector pump). Loosen the air venting screw at the injection pump and operate the manual handle of the lift pump until all of the air bubbles are out.
5. **On the Yanmar "Y!" series engines.** Loosen the nipples at both ends of the injection pipe,

place throttle in half position. Then loosen the delivery valve holder in injection pump (about 1 or 1 1/2 turns). When bubble-free fuel comes out, securely tighten the delivery valve holder, and then, after attaching the injection pipe, securely tighten the fuel pump side nipple. Now spin engine over with key and get solid fuel stream out of line, then tighten line at injector and start engine.

6. **Bleed the air from the fuel injector.** Loosen the nipple on the fuel injector side, set the throttle to half and the decompression lever to the decompression position, and crank engine. When no more bubbles appear in the fuel flowing from the end of the injection pipe, re-tighten the nipple.

How's Your Boat's Finish?

By John Allington

My boat is now 10 years old, hull #144 and it's hull looks better than it did the day it was delivered from the factory. You ask, "What did you do to get a fresh high gloss finish?" It's call LP (linear polyurethane). OK, it's good stuff but I don't want to spend four to seven thousand dollars for a pro-

I spoke with numerous boat yards and their LP specialists. I discovered that the person who applies the LP works for the boat yard and is paid by the hour—so he doesn't get much of the money you pay for the job. Almost every painter I spoke with was willing to spray my boat on the weekend as

long as it wasn't at the yard he works for (conflict of interest). Additionally, the painter can tell you what boat yards will allow LP to be applied by spraying—spraying is the only way to go.

If you really want to save money, you have to prepare the boat for spraying yourself. This is a lot of work but it is the most important part of the finished product. LP will amplify any nicks or scratches on the hull. It took me two weekends, a lot of

paper and some epoxy putty.

Fill all the scratches with a good epoxy putty and sand with wet and dry sandpaper. Once the hull looks perfect, sand the entire hull with a 300 to 400 grit sandpaper. I did the preparation while the boat was in the water. It was a long four days laying on the dock sanding.

Make the arrangements with your painter prior to hauling the boat. The deal I made with the painter was for \$150 per coat. He was responsible for all equipment, supplies (except LP), final wipe downs and taping off the boat. Additionally, he was to apply two coats to the hull and one coat on the stripes. Any runs, imperfections or additional coats will be his responsibility.

The boat was hauled on a Friday and the two coats on the hull were applied on Saturday. The stripes were taped and sprayed on Sunday. I put on new bottom paint on Monday (why not—the boat was already in dry dock). The boat went into the water Tuesday and never looked so good.

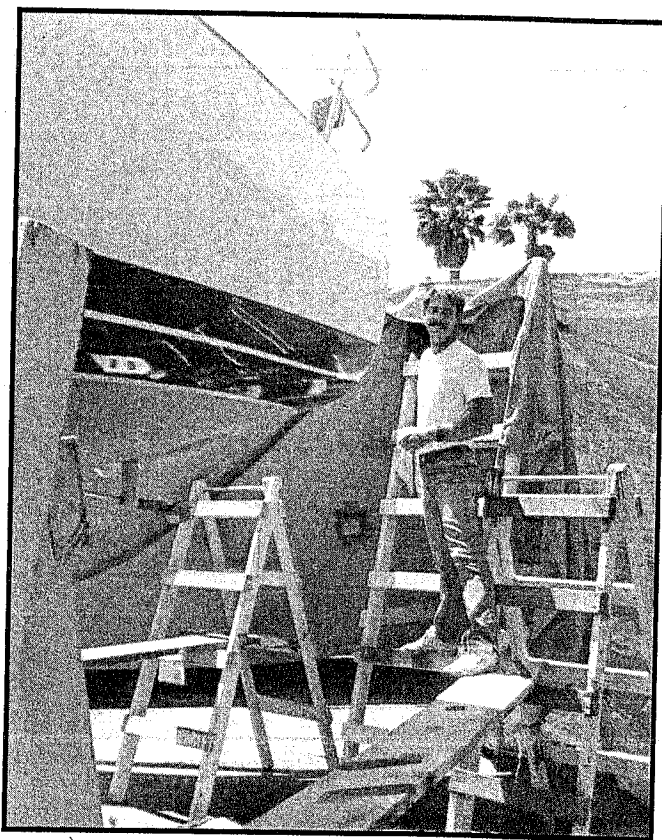
So, what did all this cost? Two weekends of sanding and filling.

Haulout and laydays	\$225.00
LP paint	\$210.00
Sandpaper and epoxy putty	\$45.00
Spraying (labor)	\$450.00

For \$935.00 my boat now has a professionally applied LP finish. Oh by the way, the boat yard my painter works for quoted me a price of \$6400.00 for them to do all the work. Shop around for painters and look at the boats they've painted.

Now when people look at my boat, they think it is a new boat. Don't be afraid of LP—it's a good tough finish and can make your boat look fantastic.

John Allington is a J/30 owner who sails in southern California.



John Allington admires the shine on OUTLAW.

fessional application. Nor am I willing to attempt to do it myself. LP has the consistency of water and runs just as easy. I was not willing to risk a bad paint job on my valuable investment and neither should you.

So where does this leave us? Well, after three weekends and less than a thousand dollars I have professionally applied LP on my boat (no, my brother doesn't own the boat yard).

EDITOR'S NOTE: The following articles appeared in the *American Sailor* which is the news magazine of the United States Yacht Racing Union (USYRU). They are reprinted here, with permission from *American Sailor* and the author, to enable J/30 Class members to obtain information on an issue that arose at the 1990 North American Championships in Annapolis concerning spinnaker cloth.

One competitor planned to use a new polyester spinnaker that presumably met the .9 oz. actual cloth weight requirement but had been marketed as .6 oz. cloth, thereby questionably offending the more subjective .75 oz. nominal cloth weight rule.

The competitor agreed to have a new spinnaker built of nylon as a compromise measure which avoided a substantive ruling on the issue. The issue is still alive and the Board of Governors will be considering it further prior to the upcoming year. If you have any thoughts, please contact your District Governor or drop a line to the National office.

Sailcloth Weight Rules for One-Design Classes

By Peter Mahr—*American Sailor* • Sailing Science • November 1990

One-design classes restrict differences between individual boats so that racing is as close as possible to a contest between crews. Differences do exist, however, and these become even more important than in races with different boats using a rating rule. One difference that has been discussed a lot lately is the weight of the sailcloth.

The common feeling among racers is that light sails are faster but don't last as long as heavier ones. If that is the case, the crew who can afford to replace their sails on a regular basis will have an advantage over the less financed crew. That, of course, would be undesirable for the sport.

Fortunately for us all, there probably isn't as much need for a sailcloth weight rule as some people feel. In an unusual race such as in very light air, a light weight, under-strength sail might perform a bit better, but it is generally true that sails usually lose performance faster from being too light than they gain advantage by being lighter. There is usually a proper weight for a given sail for both performance and durability. It may be the best idea to let the sail weight be unregulated and let the sailmaker choose the best weight of cloth. Even in classes with a minimum, it is often the case that the sailmaker

chooses to use a heavier cloth than the minimum because the proper weight sail not only lasts longer but also performs better.

However, the idea of a minimum weight of sailcloth has led to a variety of class rules which try to specify this factor. Each method has some pluses and minuses so they are worth examining.

"Minimum Cloth Weight" Rules

These seem the most straightforward at first. However, they have some difficulties. First, to check a sail the measurer must cut out a sample and weigh it. That doesn't ruin the sail but it requires a repair. This makes an unhappy sailor since he has to take his favorite sail back for repair of a hole made by a measurer. The second problem is that cloth weight can vary slightly from roll to roll and from side to side on the roll. If the material is right on the line, a single sample can be under even though the sailmaker and the crew made every reasonable check to insure compliance with the rule. One reasonable variation of this rule would be to have the sailmaker certify that the sail is made with cloth which complies with the rules. In the vast majority of cases, he will insure this by checking the actual weight of the cloth production lot as certified by the

manufacturer of the cloth. If there is a question, any sailmaker can cut out a sample and weigh it. In the absence of a textile scale he can even check a larger sample on an accurate postal scale. This would make cutting samples from questionable sails necessary in only the most unusual cases.

"Greige Cloth Weight" Rules

These rules specify the minimum weight of the greige cloth (as woven without finishing or coating). The objective is to not allow the weight of a material to be brought into compliance by an unusually heavy but ineffective coating. Normally, a sailmaker would not choose to use a material which was inefficient, so this seems like an unnecessary complication. To make matters worse, the greige weight is only vaguely connected to the final weight. The greige material has lubricants for weaving which are removed in finishing. Furthermore, the shrinkage of a material is affected by the selection of the yarn type and by the tensions and temperatures of finishings. Greige cloth gets lighter by removing the lubricant and heavier by shrinking. This makes the greige weight less useful as a measure of finished sailcloth weight. Finally, there is no way to take a sail and find out what its greige cloth

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Sailcloth Weight Rules . . .

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weighed. Neither sailmakers nor sailcloth companies normally consider the greige weight, and few can tell you what it is without checking a sample from production. The fact is that there are several large classes with rules on minimum greige cloth weight, but these rules are loosely applied by sailmakers and can't be controlled by measurers. It is conceivable that some sailcloth company might try to make a material which complied with a greige weight rule but which was significantly lighter than normal. Probably such a material would be a poor performer, but it might cause a lot of unnecessary

confusion and expense before this was discovered.

"Cloth Thickness" Rules

There was a detailed study done of a large number of existing sailcloths to see if there was a direct relationship between cloth weight and thickness. Not surprisingly, there is a simple linear one, although polyester and nylon have different slopes. The advantage of this rule is that a sail can be checked without harm by measuring a folded section with a micrometer. This makes for a manageable rule. However, the accuracy of the relationship between

thickness and weight may be simple because manufacturers have not tried to make thick but light materials. Different weaves or different yarn types might not fall onto the curve of the original study.

All three of these weight rules have some difficulties. As long as a class wants to control the minimum weight of the sailcloth for a given sail, any rule will have to be applied with a certain amount of logic on the part of the measurers. The spirit of these rules is a good one to avoid making sail expenses any higher than necessary. ■

Polyester Spinnakers Setting New Standards

By Peter Mahr, President, North Sails Cloth—American Sailor • Sailing Science • November 1990

Since the early days of synthetic sailcloth, spinnakers have been, as a rule, made of nylon but the new availability of light-weight polyester yarns is calling this nearly four-decade-long practice into question. (Polyester is perhaps more familiar by its various trade names, such as Dacron, Terelene, and Travira.) Polyester spinnakers in .5, .6, .85, 1.5, and 2.5 oz. have been tested in a variety of applications, such as one-design and ocean racers—including Maxi boats in the just completed Whitbread Round the World Race. There are still some sailmaking and sail-handling lessons to be learned, but the new materials are quickly proving themselves faster on some points of sail and more durable than nylon in most applications.

Nylon yarns were used in a variety of sailcloths, including headsails and mains, in the early 1950s when this

strong but stretchy material became commercially available. As there is a direct correlation between lack of stretch and upwind speed, headsails and mains quickly moved on to lower-stretch polyester and, more recently, Mylar and Kevlar. However, spinnakers are still made of nylon to this day. There are numerous reasons for this. First, the polyester material was not available in fine-yarn sizes as nylon is, meaning the polyester sailcloth was either heavier or of an inefficient design. Lack of weight is important in spinnakers because when sailing downwind, the wind pressure in a sail is relatively low, and the sail can droop under its own weight. Nevertheless, sailmakers experimented with polyester spinnakers in the late '50s, but these sails proved to be fragile because the materials couldn't be well designed using existing yarn sizes.

Another reason nylon was the material of choice until recently was that, unlike headsails, stretch was considered beneficial in spinnakers. The stress on a sail, especially a spinnaker, can be very high when it collapses and refills because the momentum of all the moving air must be absorbed by the sail. A nylon sail, which stretches, can absorb the air's momentum with less shock than one that does not stretch as much. In essence, the stretch acts as a shock-absorber.

Finally, until recently, sailmakers required the stretch of nylon to provide a proper aerodynamic three-dimensional shape. Before the advent of sophisticated computer-aided design (CAD) and computer-aided manufacturing (CAM), sailmakers made large sections of spinnakers with little or no shaping. This worked perfectly well for materials that stretch a lot—the stretch

Continued on next page

TYPICAL YARN PERFORMANCE

	Nylon	Polyester
Breaking Strength	5.3g/d	4.7g/d
Elongation to Break	34%	28%
1% Load g/d Dry	.31	.43
1% Load g/d Wet	.15	.40

J
30[®]

Polyester Spinnakers . . .

Continued from previous page

provided the shape—however, when these traditional techniques were applied to low-stretch materials, the results were a poorly shaped, slow and unstable sail. Only in the last few years have sailmakers had the computer power and computer controlled manufacturing muscle to turn low-stretch materials into properly shaped spinnakers.

With the recent development of a light-weight but high-strength polyester, it is now possible to design a family of spinnaker cloths in this material. These materials are comparable in bursting and tear strength to equivalent nylons. Furthermore, when nylon gets wet—a fact of life when sailing—it loses about 10% of its strength while polyester is unaffected by moisture. This helps overcome the difference in shock-absorbing ability between the two materials.

Stretch in polyester yarn is about half that of nylon and, in a well designed material, that lack of stretch is carried over. Low-stretch spinnakers must be carefully designed and manufactured, but if done properly, they offer some advantages over stretchy nylon sails. When reaching, the loads in a spinnaker are high, and stretch causes the draft of the sail to increase and migrate aft. As in upwind sails, this stretch reduces driving force and increases heeling moment. By any measure, this is slow. Polyester's lower stretch has shown the advantage of locking the draft in its designed location. Such sails are faster when reaching and can be carried at closer angles to the apparent wind or in higher winds without overpowering the boat.

Another advantage of low-stretch and draft stability when reaching is that the power of the puffs is translated into a

forward force rather than being dissipated by the elasticity, or stretch, of the sail. Similarly, it takes less sheet trim to keep a low-stretch sail working at peak efficiency, meaning it is easier to fly.

Running with a polyester sail is about the same as with a nylon one because the loads are low, and stretch is less of a factor. When running, the stability of a low-stretch polyester spinnaker has been questioned, but it isn't necessarily more difficult to fly. An all-purpose polyester spinnaker can be designed fuller, which makes it more stable when running. When reaching, however, its lack of stretch means it won't get too full—as a nylon sail is wont to do—and thus be slow. The all-purpose polyester spinnaker can be designed fuller, which makes it more stable when running. The all-purpose polyester spinnaker represents a better compromise: it is fuller for stability when running, but doesn't grow too full when reaching to be slow.

The difference in stretch between nylon and polyester is even more dramatic when the materials are wet. Moisture, even in the form of humidity, significantly increases the stretch of nylon. Use a nylon spinnaker in a soaking rain for two hours, and it is two or three times stretchier than when dry, while polyester is essentially unaffected. America's Cup crews rinsed and dried their spinnakers daily to remove moisture-absorbing salt. While a polyester spinnaker will also benefit from similar care, it is much less of a requirement for success.

The old question of nylon's ability to absorb shock in a collapse is still true in these new applications but less so than before. Generally, tri-radial spinnakers are very strong, and a bursting failure

on newer sails is rare. Polyester sails were used as heavy-air spinnakers on many of the Whitbread Round the World Race boats. Some broke, but no one felt that nylon sails would have survived any better in such rigorous offshore conditions. Realistically, however, extra care is warranted in heavy-air jibes and takedowns.

The ultraviolet resistance of polyester is better than nylon. Generally, spinnakers don't receive the UV exposure that upwind sails get, but there are exceptions. The Transpac is perhaps the most notable example, where prolonged ultraviolet exposure can weaken a spinnaker so much that it bursts. The polyester spinnaker's chemical resistance is better, too; polyester isn't affected by most cleansers, as nylon is.

One advantage that nylon still retains is that it is easier to dye. The wide range of vivid colors, available in nylon, may not be as easy to achieve in polyester. However, there is already a nice variety, including the currently popular fluorescent hues.

Polyester spinnakers have been tried in a wide assortment of boats: the J/22, Soling, Lightning and Thistle, and on big boats, up to American's Cup yachts and Whitbread Maxis, and in a variety of applications: reacher, all-purpose, storm chutes and Gennakers. The success of these sails has depended on the ability of the sailmaker to take advantage of the low stretch of the material while creating a sail that is effective over a wide wind-angle range, and that is stable and easy to fly.

While a few questions are as yet unanswered, the polyester spinnaker could prove to be a significant advance in spinnakers. ■

Approved by the Board of Governors for 1991

At the annual Board of Governors meeting and by subsequent balloting, the Board of Governors approved several rule changes that are consistent with the J/30 philosophy of keeping the one-design boat essentially a stock boat.

The changes are either:

- 1) clarifications,
- 2) modifications to allow cost saving and technology advances for certain sails without requiring the changes for competitive advantage, or
- 3) modifications which are for convenience and are low cost.

In our view it is still possible to race at the highest levels with essentially a stock boat and non-exotic sails.

The rules which have changed from the 1990 rules are as follows:

PROCEDURE

- **Rule 1.7** was rewritten to recognize the problem of attendance at meetings by our widely separated Board of Governors. The reduced voting requirements will make needed modifications easier.

SAILS

- **Rule 5.12.1.2** now allows double ply dacron for the #3 headsail. This should allow a significant improvement in durability as people begin to replace their #3s.
- **Rule 5.12.3.3** no longer requires the #3 headsail to contain a reef. The option to install a reef is still available, but it can be eliminated to save on cost.
- **Rule 5.12.3.5** no longer restricts the batten length for the #3 headsail. This option should also enable people to choose a more durable sail.
- **Rule 5.12.2.6** was amended to provide the option of having only one reef in the main. Additional reefs are still allowed but they can be eliminated to reduce cost.

HELMSMAN RULE

- **Rule 6.6** was rewritten for clarity to continue our tradition of racing without ringers on the helm.

FOREGUY (POLE DOWNHAUL)

- **Rule 5.4.1** was amended to specifically allow the installation of a block allowing the foreguy to be lead aft of the forward hatch. Such an arrangement is already in wide use and is relatively inexpensive for those who prefer that location. Sailors should still consider the physical advantage of leading the foreguy forward of the hatch in heavy air.

SPINNAKERS

- Much discussion has taken place concerning spinnaker cloth weight and cloth type. This is a lively issue in several classes. No consensus has yet developed, but a rule change clarifying the current rule is likely to occur soon. See the articles regarding spinnaker materials elsewhere in the *Journal*.

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AVITA
AWESOME
BABY GRAND
BAD DOG
BANDIT
BE BOP
BEAR TRAP
BEAR
BEEF TRUST
BLACK KNIGHT
BLEW J
BLITZ
BLUE JAY
BLUEPRINT
BONZAI DRAGON
BOONDOGGLE
BREAK AWAY
BREEZIN
CANNONBALL
CASCADE
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DE J
DECK WORKS
DELTA DAWN
DICKENS
DIRE WOLF
DISSIDENT
DOUBLE JEOPARDY
DOW JONES
DREAMBOAT ANNIE

EASY VIRTUE
ELUSIVE
ENCOUNTER
EYRIE
FADED BADLEY
FALCON
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FAT CHANCE
FAT CITY
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FLYING
FLYING HIGH
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GREEN FLASH
GREEN MACHINE
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HOT AIR III
HOT CHOCLET
HOT FLASH
HOT ROD
HULLABALOO
IDLE DICE
IMP
IMPULSE
IMPULSIVE
INISFREE
INSATIABLE
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JEROBOAM
JETSTREAM
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KATLA
KESTREL

KILLAEA
KINESIS
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KISMET
KIWI
KRRU
LADY SMITH
LAND SHARK
LAST FLING III
LIBERTINE
LIMELIGHT
LISA
LOLA
LONE STAR
LOTTA ZUMA
M & M
MAVRIK
MANANA
METAPHOR
MILLER TIME
MISCHIEF
MISTRAL
MOGUL BANDIT
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RUBBER SOUL

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