JOURNAL VOLUME - 13 APRIL 1993

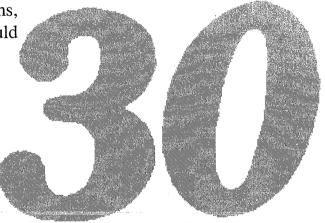
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RACING AND CRUISING INFO
1992 NORTH AMERICANS

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Cover Photo

Our cover features Wooly Bear, owned by President Terry Rapp, at the first Mid-Winters (1980) in Key West, FL. Photo by Photo Boat, CT.

From the President

The National J/30 Class is doing very well, and is still growing. Our membership base spans both North and South America, and there is one-design activity in most major sailing areas throughout the United States. In areas where one-design activity is not strong, J/30's participate rather successfully in PHRF and other handicap systems.

People: Our class has an incredible bunch of people. The captains, their crew, and their families provide us all with an unlimited supply of stories (water-related and not), talent, expertise in a multitude of fields ... and most important, fun!

NA's: Our 1992 North American Championships were a great success, both on and off the water. We had 23 boats representing seven districts. Sara and Carl Sherter, Bill Rifkin and their committees from the hosting Western Long Island Sound District did a wonderful job running our premier event.

Growth: The Chesapeake Bay fleet continues to grow. They now have over 45 boats in their fleet and they regularly have 25-plus boats on the line. I can attest to the fact that the competition is tougher than ever ... but still fun. The Gulf Coast District's New Orleans fleet has done a fine job in hosting the Midwinter Championships. The Western Great Lakes' Chicago fleet continues to have a strong turn out for the NOOD Regatta.

As we share ideas, we make a great boat even better.

Benefits: It is important for all J/30 owners to be a part of the National J/30 Class Association. There are many benefits for both cruisers and racers. The number one reason is communication — there is strength in numbers. As we share ideas, we make a great boat even better. The National Association sets up lines of communication between areas of the country and the world. Our one-design rules keep everyone on the same page, so you can take your boat anywhere and be competitive sailing against other J/30's. Our Journal keeps you up-to-date with articles on cruising, racing



Terry and Carla Rapp ... and "the Bear".

and maintenance tips. A side benefit is that a strong National Association maintains the resale value of your boat.

'93 Plans: Teri Munz, Carla and I are working hard to make sure 1993 is even better than last year. We have plans for more newsletters to keep our members current, plus we'll offer classified advertising to our members. We also plan to establish a clearinghouse for J/30's available for sale. Carla and I visited the ASAP show in Atlantic City, and gave brokers copies of a J/30 flyer which is now available to both members and prospective buyers. We also visited with several major sailing publications and encouraged them to cover our class activities, especially the upcoming North American Championships in Annapolis.

Special Thanks! I would like to acknowledge several groups and people. First, the District Governors, for they are the backbone of our organization. Thanks, too, to everyone who contributed articles and pictures for this Journal (we could not go to print without them), and most especially Nancy Ann and Mike McGuirk, who really helped tie it together. Everyone knows by now what an invaluable asset Teri Munz is to our organization. My sincere thanks to her, and to my wife Carla, who has helped with many membership activities and with the Journal.

Good luck and good sailing . . .

Terry Rapp, Class President

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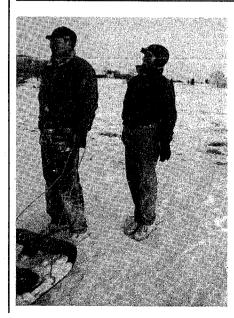
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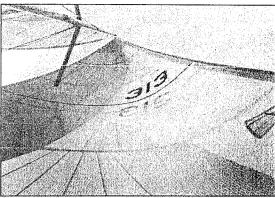
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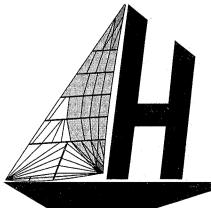
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Letters . . .

Polly Noyes is Missed

This year, as in the past, we enjoyed competing in the J/30 North American Championships. Boat and crew preparations, yacht delivery and a place to stay are all part of the event. More important is the comradeship of the fellow J/30'ers. It is fun to see folks again and meet new sailors. Over the years, we have many great memories of the good times.

This regatta we were saddened to learn of the loss of a fellow sailor, Polly Noyes of *Lola*. Each J/30 national championship we attended in the past, Polly was there. Her friendly greeting and helpful way made us relax and enjoy from the time of our arrival. Polly always knew the schedule of events, boats and skippers names, sail numbers and hail ports, whatever. For one J/30 NA regatta, Polly and her husband, Andy, sailed from their home port of Fairfield, CT, to Annapolis.

The loss of Polly to cancer affects the J/30's because she was a friend and fellow sailor. She is missed.

Sincerely, Teri Munz, *Vivacious*

J/30 Helps Clinch Congressional Cup

I write to thank two J/30 owners. In March 1992, I participated in the Congressional Cup. This regatta is the second most prestigious match-racing event in the world. It attracts the caliber of sailors seen in the America's Cup, but emphasizes sailing ability and not technology to determine the outcome.

In our preparation for the event, we borrowed two J/30's — one from Bill and Teri Munz, and the other from Dorsey Owings. Both owners contributed their boats and sails to my effort, and were a key ingredient in our winning the Congressional Cup. We chose the J/30 for practice not because of its similarity to the Catalina 37's that we sailed [for the Congressional Cup], but because they are responsive and very equal boats.

Our practice schedule included a Friday and Saturday, and with help from Bill and Teri we were able to arrange some extra crew. On the first day, we sailed out of Annapolis and set up a course in the Severn River. The day started with a 5-knot southerly and ended with a 25-knot southerly. My big fear was that

we would break something or have a collision, but because of the performance of these boats, everything went smoothly. The only accident was a crew member trying to eat the main sheet block during a tack; the block won and he ended up with stitches. The Saturday practice was cut short by 40-knot winds.

In hindsight, I look back at this practice and see how it greatly contributed to my team winning the Congressional Cup. The day we spent match racing got the whole crew into the right frame of mind, and mentally prepared us for our task.

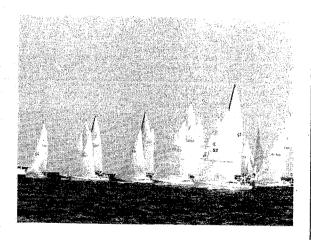
In conclusion, I would like to thank Bill, Teri and Dorsey. Their contribution was the reason we won, and having a boat like the J/30 made our transition into the Catalina's easier.

Sincerely, Terry Hutchinson 1992 Congressional Cup Winner

Notice of Race

1993 North Americans Sept. 17 - 19

> Hosted by: Annapolis Yacht Club and Chesapeake Bay J/30 Fleet



See You in Annapolis!
For more information, contact
Terry Rapp or Bill Rutsch

The Carolina's

by Bill Raney

The Carolina's District enjoyed another successful year of J/30 activity. The annual J-Fest for the District Championship was held again at Wrightsville Beach, NC, and hosted by the Carolina Yacht Club. The J/30 turnout was down to three boats this year.

Once again, the district champion was *Double Jeopardy*, owned by former class president Bill Raney and class secretary Gordon Coleman. The winner was followed by John Stirewalt's *Blueprint*, then *J Doe*, owned by Jim Busby, but raced by class member Paul Wells of Raleigh, NC.



"Room at the mark!" Whitley Raney, age 18 months, at the helm of **Double Jeopardy**.

Family obligations prevented the Raney/Coleman team from representing the District in the North Americans for the first time since 1983. John Stirewalt headed north to represent the Carolina's, and reported that a good time was had by all.

There continues to be attrition in the J/30 class in the Carolina's. We understand that *Contagious*, formerly of Wrightsville Beach and Charleston, has gone to a new home on the Chesapeake. Both *Hot Rod* and *Double Jeopardy* are on the market. We are hoping for local purchases to keep the class active in this area.

Editor's Note: We hear Hot Rod has headed north to the Chesapeake Bay, too. You should see new owner John Dallam at the helm for the 1994 racing season.

Pacific Northwest

by Don Leighton

Well, there isn't much to tell about one-design racing in the Pacific Northwest. The closest thing we got to a one-design regatta was CYC's Puget Sound Sailing Championships, with six J/30's and six other boats with similar PHRF ratings. The regatta was won by the J/30 *Tahlequah*, with another J/30, *Mystique*, second, and a Tartan 10 third. (Yes, we do race T-10 with exactly the same PHRF rating of 126.)

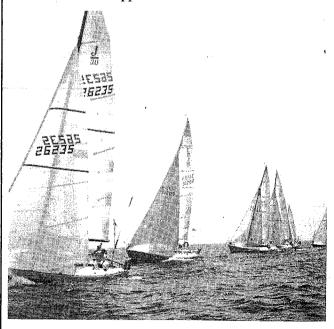
We are hoping for a better turnout this year. Since there have been a number of inquiries from people interested in buying J/30's, there should be more boats on the race course!

Western Great Lakes

by Dennis Bartley

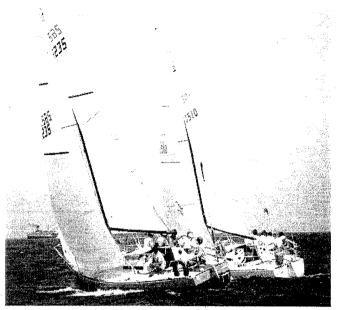
J/30 racing under PHRF Handicapping is alive and well on the Great Lakes, particularly in the Chicago area. The local Midwest Open Racing Fleet (MORF), has eight boats with five or six regularly racing. The bad news is that the more experienced boats and crews have done so well the last couple of years that the fleet has dropped the handicap to 135 for boats with a 155% genoa (132 with the class jib).

Unfortunately, no new boats have been added to the racing fleet — the first time in two years we have not experienced any growth. The Chicago-Mackinac Committee has dropped the IOR fleet from its annual



The NOOD regatta highlights racing in the Chicago area.

REGIONAL NEWS



And the winner is . . . (Photos courtesy of Guy Gurney and Bob Walsh.)

333-mile races and replaced it with a PHRF section, so for the first time in several years at least one J/30 (Tom and Marilyn Edman's *Pronto*) will be on the start line for this well-known distance classic.

NOOD Regatta

On June 12-14, the IBM-Sailing World NOOD Regatta served as the qualifier for the Great Lakes Fleet. Dan Darrow brought Salacious from Waukegan, IL, and Bob Lee travelled Le Grand Jouet from Michigan City, IN, to join the eight Chicago J/30's in forming the largest section enjoyed so far in the four years the NOOD has been in Chicago. The entire regatta was sailed in similar conditions: clear skies, 70° temperatures, 5-9 knots of wind, minimal wind shifts ... very unusual for Chicago in June. (The next week winds were 25-30 knots and the seas were eight feet!) The race committee did an exemplary job of setting marks, start lines, and determining courses for the fiverace series. Friday and Saturday each had Windward-Leeward courses followed by an Olympic, and the final race was an Olympic.

Pronto seemed to relish the conditions throughout the series, managing to lead at the first mark in each of the races, and then extending on the fleet with good crew work and covering tactics. **Salacious** was also outstanding, and separated from the rest of the fleet in each race. She posed a serious threat to **Pronto** at the

jibe mark in race two, and on the first beat in race four. Dick Newman and crew aboard *Dickens* had their worst finish in the first race, then settled into a groove that put them into third place overall. Tex Hull's *Hullabaloo*, who has finished a solid second in each of the three previous NOOD's, wasn't far from the mark again this year, finishing only two points behind *Dickens*. Boats to keep an eye on are Dennis Bartley's *Planxty*, finishing race four with third place for a fifth overall; and Steve King's *Second Wind*, who earned a third in race one and sixth overall.

Special thanks go to *Pronto* crew member Damian Christianson who masterminded and organized a Saturday night pizza bash at Baccinos for more than 50 J/30 sailors.

Qualifier Results

1st	Pronto	Tom Edman	1-1-1-1
2nd	Salacious	Dan Darrow	2-2-2-2
3rd	Dickens	Dick Newman	6-3-3-4-4
4th	Hullabaloo	Tex Hull	4-5-4-6-3
5th	Planxty	Dennis Bartley	5-8-5-3-5

Eastern Great Lakes

by Skip Vielhauer

The sailing is great on Lake Ontario — the water, fresh and cool; sunsets, spectacular; and the J/30 sailors are enjoying it all. During the 1992 racing season, one-design racing again proved to be "the way to go." The J/30 fleet was active and well represented at the major regattas on the lake, with some boats sailing 60 miles to compete.

The Oswego Yacht Club J/30 fleet is comprised of six very active boats racing one-design every Wednesday night and making an impressive sight when they arrive at a host yacht club for a regatta. All other Yacht Clubs have one or two J/30's generally racing PHRF at a rating of 135 or 1.0554.

One-Design Starts

We race three or four major regattas on the lake, attempting to register enough J/30's to qualify for a separate start at each one.

Results from the three major regattas with separate J/30 starts follow.

Lake Ontario/Lake Erie Districts: Aggressive sailing prevailed in this June regatta hosted by Sodus Bay yacht Club during the Sodus Bay Challenge Cup Regatta. J/30's were the first division off the line in 12-18 knot winds.

First was *King Pellinore*, skippered by Nancy Ghertner; *Frolic* and Skip Vielhauer took second; Tom Ryan's *Cop Out* was third; Bill Waring steered *Fat Chance* to fourth; and Dr. Joe Mather followed in *Crusader* to finish fifth.

Eastern Yacht Circuit Regatta: The Henderson Harbor Yacht Club hosted this mid-July event. SW winds blew 20-28 knots for the long-distance race, and Crusader and Fat Chance finished one, two. Jack Barner and Hot Chocolate finished third; Frolic and Cop Out followed in fourth and fifth.

Course racing in SW 10-15 knot winds shook up the results, with *Frolic* taking first, followed by *Hot Chocolate*, *Crusader*, *Cop Out* and *Fat Chance*.

SAIL Oswego: Oswego Yacht Club's late July regatta saw light and variable winds, resulting in this leading lineup: *King Pellinore*, *Frolic*, *Fat Chance*, *Break Away* and *Crusader*.

And More

LEVELS Regatta: Although there were no onedesign starts in the late July series in Youngstown, NY, J/30's were included in the PHRF 6 fleet. Fred Northcotte, in *North Caught*, and Dennis Jones in *Rum Runner* finished second and third, respectively. In the effort to increase the fleet, we have organize a winter dinner meeting to discuss rule changes and regatta dates ... and have fun waiting for the ice to melt. Our meeting last winter was held in Oswego an excellent turnout, despite a blizzard!

Gulf Coast

by Mike Tonguis and Robert Santopadre

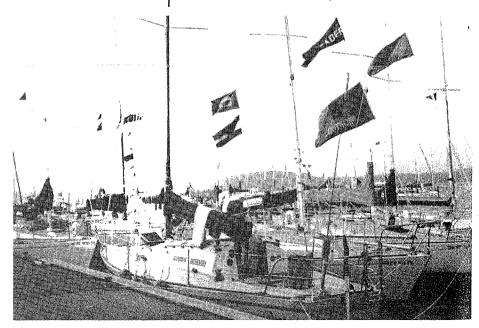
Stiff breeze, rough seas and broken equipment we the rule of the day for the opening of the 1993 J/30 Mid-Winters. Again this year, the races were sailed of the New Orleans Yacht Club and held in conjunction with the Mardi Gras Regatta, Feb. 12-14 ... wi good times and great racing had by all!

On day one, *Half-a-Glass* discovered a tear in the mast at the starboard spreader that forced her onto a sidelines for the remainder of the event. Meanwhile the weather mark of the first race, *Atalanta* develop trouble when her main halyard snapped, forcing he retire for the day to make appropriate repairs.

The remainder of the fleet fought winds gusting 1 25-30 knots, and seas demanding some caution. Re one started with #3 jibs and some reefed mains, and ended with all available "rear ends" on the toe-rail while fighting larger genoas. After day one of racin Zephyr held a slim one-point lead over Jackpot, w Grits and Land Shark not far behind.

Seas calmed on day two, as the breeze slowly clocked from the NW to the SW and began to dimi ish. As luck would have it, those who went to the l

The J/30 fleet was active and well represented at the major regattas on Lake Ontario.



REGIONAL NEWS

did much better than the "other guys" on the course. Winds died from an early morning 18-20 knots to a late afternoon 12-16 knots. At the end of day two, **Zephyr** had another first and a third, with **Jackpot** beginning to slip with a fourth and second. Meanwhile, **Grits** finished day two with a win in race four and a strong committment for the final day of racing.

Zephyr takes Mid-Winters

Oops! While Jackpot, Land Shark and Zephyr played games which resembled "follow the leader" and "tag", Grits port tacked the fleet and headed for clean air, the shore, and the win. Meanwhile, Zephyr tacked to keep a close watch on Jackpot and the regatta lead. The first beat proved to be a race for the shore rather than a race to the windward mark, as the fleet followed Grits to the starboard layline. The breeze died, and positions changed little for the remainder of the race. Final results follow.

Racing is always great ... anytime, anywhere! Some of the best races are in New Orleans, and J/30 sailors are some of the best on Lake Pontchartrain. Each year the group gets closer, and tougher. We have started planning next year's Mid-Winters and hope to get more boats in this class on the lake!

Mid-Winter Highlights

l	1st	Zephyr	Scott Tonguis	1-2-1-3-3
	2nd	Grits	Joseph Bishop	2-3-5-1-1
	3rd	Jackpot	Hans Alpert	2-1-4-2-4
	4th	Land Shark	Harley Nethken	D-4-2-4-2
	5th	Atalanta	Bob Wilkins	D-D-3-5-5
	ı			

Southern New England

by Ron Carr

The 1992 season was as good as ever for Fleet 13—on the racing circuit and the party scene. There were several regattas and numerous beer can series on both Mount Hope and Narragansett Bays in which J/30's made a strong showing.

The year's kickoff was the Figawi Race on Memorial Day weekend. Fellow J/30 owner Tom Duggan (*Mogul Bandit*) was at the helm of a friend's J/30. He finished third in class D. My crew aboard *BrouHaHa* sailed and socialized their way to a fourth place finish in class C. This year, we hope to see many more J/30's



Crew from BrouHaHa takes the "Best Partiers" award. Shown here enjoying after-race cocktails with the Hot Air crew at the '92 North Americans.

participating in this not-to-be-missed event ... in fact, we've already recruited three local J/30's to represent our area.

Although this past summer was the type that causes the sale of light-air spinnakers to soar, there were some days when the wind actually settled in above 10 knots. The Michelob regatta in Newport (formerly the Volvo regatta), proved to be one of the windier race weekends of the summer. Four J/30's found themselves in class C with two Tartan 30's and six J/29's (which were competing for a spot in their North Americans). Along with myself and crew aboard *BrouHaHa*, fellow association members Rod Butlin and crew raced aboard their *Blitz*. Mike Alves and crew on *Sundance*, and James Holland and crew on *Esprit* rounded out the fleet. A special congratulations to my crew for their first place finish!

The year finished up for our fleet with the J/30 North American championships at Cedar Point Yacht Club in Westport, CT. Fleet 13 was represented by **Sundance** and **BrouHaHa**. Four out of five races were held in light, shifty winds, and the regatta proved to be a true test of skill and patience. Despite the conditions, **Sundance** finished near the top of the fleet in many individual races, and **BrouHaHa** scored a third overall. Many thanks to all involved for hosting a first-class event!

In 1993, I will be taking over as Fleet Captain. At this time, Fleet 13 and I would like to thank Darryl Murphy for his two years of excellent service as Fleet Captain. I look forward to promoting the success of Fleet 13.

Chesapeake Bay

by Bob Rutsch

If you are planning to come to Annapolis for the 1993 North American Championships, you had better bone up on starting techniques. In 18 one-design events last season, the Chesapeake Bay fleet averaged more than 19 boats on the line. Our fleet is battle-tested from fighting for position on a crowded starting line! With so much racing activity, the following synopsis reads like a series of baseball box scores.

Early Season

Last April, Doyle-Allan Sailmakers hosted their ninth annual spring race clinic. The season then got off to an early start with the Naval Academy Sailing Squadron's Spring Race. Staying in contention in a gentle northwesterly, *Turbo Duck* rode a new breeze that filled in from behind to victory. They carried a puff to the windless finish line just ahead of *no respect, Irish Wake* and *Vivacious*.

Like the Irish navigator for whom the St. Brendan Cup is named, *Mischief* charted their own course in the next race and left the fleet to follow. Skipper Jack Murphy observed, "Buddy Melges says to start first and stay ahead." Murphy followed the advice of the master, leading a parade around government and drop marks, followed by *Wooly Bear*, *Valhalla* and *Vivacious*.

Brilliant speed and crew work in heavy air aboard *Valkyrie* enabled them to stretch an early lead to an easy victory in the Sailing Club of the Chesapeake's Spring Race. Finishing second in their first race, *Jackrabbit's* crew had to do some snappy bald-headed changes at the corners. They broke both jib halyards and their outhaul, but held off *BeBop* and *Gunsmoke*.

No lead was safe in the strong current and shifty breeze of the Annapolis Yacht Club's early season event. *Valkyrie* and *no respect* challenged for the leduring the race, but it was *Tiger* who roared to the head of the pack to stay on the final run.

Gibson Island's Swan Point and Love Point Cups presented the fleet with the full gamut of wind and weather conditions in one June weekend — rain and sun, breeze and calms. Better Mousetrap won the rafirst race with no respect second, Valkyrie third and Peaches fourth. In the light air on Sunday, Valkyrie caught a big shift to win, with no respect once again second, and Sea Meant third. Overall, Valkyrie was first, no respect second and Better Mousetrap third.

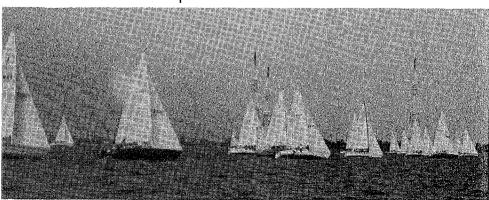
After starting slowly in the afternoon heat on a lor spinnaker run in a diminishing breeze, the aptly nan "Twilight Race" was renewed at nightfall. The breeze filled in from the southwest to provide a spectacular spinnaker reach to the finish line as running lights blazed up the Severn River. Winner *no respect*, was followed in order by *Valhalla*, and newcomer *EZ*.

Late in the month of June, Charlie Scott and Char Smith sailed their new class entrant *Houdini* to an evictory at the MCYC Invitational. The class follower ectangular course around government marks. *EZ* w second, while *Tiger* overtook *Valkyrie* at the finish third with a little help from a Cal 25 that tacked on latter. *Tiger's* Tom Donlan noted gleefully, "I guess owe that guy a beer."

"Win Chandle" and "Hal Yard" reported on the J/Jamboree in the CB J/30 fleet newsletter. More important than fast-paced sailing to these awesome dudes was the party that included "...tunes, Wild Gobeer, nachos, tacos, guacamole and like, a lot of bea dip!" Houdini won, with three firsts and a second. Turbo Duck finished second, and was the only boat top them, while BeBop was third for the series.

In the Ted Osius Memorial Regatta, the breeze he up for much of the windward leeward mile course, I

The Chesapeake Bay fleet averaged nearly 20 boats in 18 one-design races last year. Join us for the 1993 North Americans!



REGIONAL NEWS

disappeared as the current ebbed near the finish. Houdini had their hook down twice, but caught a puff near the line to get the gun. BeBop finished second—54 minutes later! Elusive slipped around the pack for third, while Vivacious was fourth.

Big Breeze for Summer Racing

A moonlit night and a steady breeze out of the south delighted the 21 J/30's in the 11th Annual Solomon's Island Invitational. After an all-night battle over the 55-mile course, *Houdini* finished a mere three-and-a-half minutes ahead of *Jackrabbit*. Next was *Valkyrie*, just seven-and-a-half minutes behind in third. They were followed in order by *Gunsmoke*, *Avita* and *Vivacious*.

In 18 one-design events last season, the Chesapeake Bay fleet averaged more than 19 boats on the line.

With more than 300 racers, the Yachting Governor's Cup is the largest overnight yacht race in the East. Post-race festivities drew upwards of 3,000 people, in addition to the 2,000 sailors in the race. A 54-knot squall postponed the start, toppling masts and ripping sails in other classes. There was no damage among the J/30's, as prudent skippers kept their sails furled and relied on their trusty Yanmars. Bill Wallop sailed with a crew made up of family members on winner Cannonball. He described the 70-miler as "a wild, powerful spinnaker ride". On early leader Jackrabbit, Ron Engle was a bit bewildered when partner Jim Cullen steered part of the race naked or in his underwear so that his clothes would dry. Cannonball set their chute first and jumped past. Jackrabbit's skipper was caught, quite literally, with his pants down. Valkyrie, held off the closing Tiger for third, with Better Mousetrap and Valhalla next.

Hurricane Andrew swept through Annapolis spawning tornadoes, but skies cleared for the COD Bucket, a team race hosted by the CB J/30 Fleet. Trios of "cruising one-designs" — Tritons, Catalina 27's, Alberg 30's, and J/30's — started on a pursuit basis using PHRF handicaps. Taking the handicap allowance at the start resulted in racers finishing boat-for-boat. By the final beat, *BeBop*, *Valhalla* and *Sea Meant* had sailed

Chesapeake Bay High Point Winners

1st *Houdini* Scott and Smith 2nd *Valkyrie* Ron Peterson

3rd Jackrabbit Cullen, Engle, Johnson

4th *Deck Works* Doug Ensor 5th *Tiger* Tom Donlan

Fleet Captain's Award

Elusive Rich Joklik

past their rivals to win the perpetual trophy, a rustic oak and brass bucket.

At Annapolis Race Week, *Houdini* was relentless in light or gusty winds, fog or foul currents. Their four aces made them top boat overall. *Jackrabbit* and *Cannonball* finished second and third, neither placing worse than sixth in the series sailed over the Labor Day weekend.

Jack and Force Biddle's *Irish Wake* was the only class member to start and finish each of the 18 events held during the season. Perseverance paid off as *Irish Wake* triumphed in the race to Oxford, a colonial town on the Chesapeake Bay's Eastern Shore. Their victory came exactly one year after first launching their entry. *Valkyrie* held off a hard-charging *Houdini* for second. In the Hammond Memorial, the return from Oxford to Annapolis, *Valkyrie* again battled *Houdini*, closing to within two boat lengths of the eventual winner halfway through the race. *Jackrabbit* was third.

Annapolis YC Fall Series

Twilight Zone combined good speed and excellent tactical decisions to take the first race of the Fall Series. "It was a beautiful day," said Jim Cullen, aboard Jackrabbit who finished second, followed by Tiger. "There were nice oscillations to play, and a slightly building breeze. It was idyllic."

Avita adeptly contended with subtle oscillations and significant shifts to triumph in the second race of the series. BeBop had a horrible start, but bounced back to second, while Valhalla was third. Going into the final race of the series, Valkyrie had a slim lead over long-time rivals Valhalla and BeBop, tied just one point

back. Class stalwarts *Deck Works* and *Tiger* were in contention. A classic autumn northwesterly brought out the blade jibs and salty foul weather gear. At the last leeward mark, the series was still up for grabs, even though *Deck Works* had sailed flawlessly and held a substantial lead in the race. *Valkyrie's* Ron Peterson said, "We knew we had *Deck Works* for the series, and just had to stay in front of *BeBop*. We were determined not to let them get away."

BeBop stayed with the #3, then initiated the obligatory tacking dual. Although BeBop was more maneuverable, Valkyrie had switched to the #2 and had more power coming out of the tacks. Not only did Valkyrie hold off BeBop, they eclipsed Better Mousetrap at the finish for second in the race and the series title. BeBop slipped by Cannonball for fourth, but settled for third for the series, as Deck Works' final race victory gave them a quarter-point cushion. In the three-race series, Tiger ended up fourth overall, with Valhalla fifth by a tie-breaker over Cannonball.

Annual Awards

The High Point Award, representing the season's top performance, was presented to Houdini's co-skippers Charlie Scott and Charlie Smith. These two had ample silverware in their trophy cases before joining the class. Together and separately, they have dominated one-design and handicap racing in numerous classes on the Bay, competing successfully in national events ranging from J/24's to one-tonners. Scott and Smith recognized the J/30 as a cost-effective way to combine top competition with fun for family and friends. Jumping into the class in June, the Houdini team scored six first places in seven High Point races. They dominated the J/Jamboree and Annapolis Race Week. To top it off, Scott and Smith made an eleventh-hour decision to trailer their boat north for the 1992 J/30 North Americans, and won the title convincingly.

Ron Peterson and his *Valkyrie* crew had an impressive season, but labored in the shadow of *Houdini* as they finished second in the High Point competition. *Valkyrie* won the North American Qualifier Series, the Summer Circuit and the prestigious Annapolis Yacht Club Fall Series. Delivered to Long Island Sound the old fashioned way — by sail (and motor) — *Valkyrie* was second in the North Americans. Peterson retired the *Valkyrie* name and his second J/30 after the season. He had won four High Point awards on his first J/30, *Valhalla*. Few expect the former president of our

National Class to be absent from J/30 racing for lo In fact, Ron has already been seen frostbiting on the christened *Blue Moon* with long-time crew memb and new owner Jim Ellis.

Ron Peterson and his Valkyrie crew h an impressive season...

Third in High Point was awarded to Jim Cullen, Engle and Ned Johnson of *Jackrabbit*. Breathing r life into hull number 94, they finished second in fi races, including two distance events. Fourth for the season went to *Deck Works*, who whipped up a lat season flurry to overtake *Tiger*. *BeBop* dropped to sixth after holding the High Point trophy for three seasons. Competition was so keen that seventh and eighth place finishers *Better Mousetrap* and *no re*: were each only one beaten boat from the next high place. Overall, *Vivacious* was ninth and *Cannonb* tenth.

Elusive won the Fleet Captain's Trophy. This av goes to the top scoring boat that, in the prior seaso did not finish any race in the top three places. Elusive's owner Rich Joklik has moved to join his Jean in Durham, NC, but intends to continue campaigning his boat in Annapolis.



Tom Tatum (l) of **Sea Meant**, Steve Bardelman of **Valhalla**, and Bill Rutsch (r) of **BeBop** captured the perpetual COD bucket ... outsailing Tritons, Catalinas and Albergs in the annual cruising one-design team race.

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Houdini Sweeps North Americans

Valkyrie Runner-up in Westport as Chesapeake goes 1-2

By Bob Rutsch, BeBop

Charlie Scott of Annapolis, and Charlie Smith of Cambridge, MD, representing the Chesapeake Bay, seized the 1992 North American Championship title by sailing *Houdini* to finishes of 2-1-1-1-1. Long-time Chesapeake Bay standout Ron Peterson finished second overall aboard *Valkyrie*, while defending champion Ron Carr's *Bru Ha Ha* of Newport, RI, was third. The next three boats, *Air Apparent*, *Smiles* and *Windshadow*, all from Long Island Sound, were each within a quarter point. Fifth and sixth place were decided by a tie breaker.

It wasn't until *Houdini* wrapped up a flawless Race Week performance that partners Scott and Smith decided to pursue the title. They had been kicking the idea around for while.

"This year wasn't supposed to be the big year," said Smith. "The whole thing came together in a week." Standing by were grinder Tim Sharp, from Easton and long time crewman Theo Petersen, as middle man and navigator. Scott called Mike McGuirk Monday afternoon to handle mast duties. McGuirk in turn enlisted *Gunsmoke's* bowman John Dallam. Tuesday morning, Scott contacted race organizers and got the go ahead. *Houdini* was on a trailer headed north by late Wednesday afternoon.

For Friday's first race, a weak cold front came through. The wind didn't fill in behind the front until late in the day. "It was a puffy and shifty northerly," said Scott. "One minute you were ahead, the next behind. You really had to wait for the shifts."

"It wasn't unusual to see 30-40 degree oscillations," says Smith. "It made conditions on the Chesapeake Bay look almost normal."

National Fleet President Terry Rapp, who competed on *Wooly Bear*, notes how *Houdini's* skipper mastered the conditions: "Charlie played the middle and didn't wait to tack if the wind shifted."

"The level of racing was incredible. At the starts, everybody was pushing to get in.

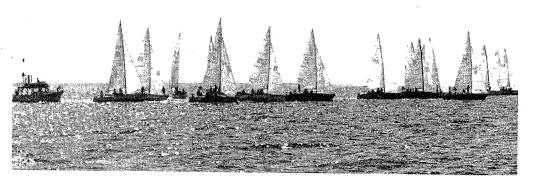
You really had to mix it up."

"The competition was close during the three-day series," adds McGuirk. "The four bullets belie the fact that we were fighting all the time. Charlie took a lot of input from the crew and made quick decisions."

Aggressive Starts

There were five general recalls in the first race, despite the one-minute rule being in effect. Cedar Point's race committee wisely lengthened the line to accommodate the aggressive 21-boat fleet. Bill Munz, who sailed his *Vivacious* north for the series said, "The level of racing was incredible. At the starts, everybody was pushing to get in. You really had to mix it up."

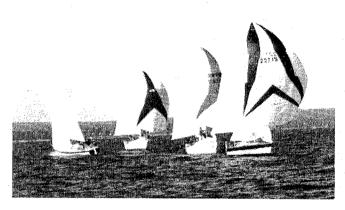
Air Apparent won the first race, a 10-mile windward leeward. This marked the return of skipper Tom Harrington after a five-year sabbatical spent in the J/35 class. Houdini was second, Valkyrie third, BruHaHa



Cedar Point's race committee lengthened the line to accommodate an aggressive 21-boat fleet for the '92 North Americans.

fourth, and Jack Watson's *Windshadow* fifth. Sixth went to Bill Jorch, back with a new *Stark Terror*. (The old *Stark Terror* had been lost in Hurricane Bob during delivery to Hyannis, MA, for last year's North Americans.)

The breeze filled in at 18 knots for the second race. *Houdini* won and started to roll. *Smiles*, a local boat was second. Dave Berg, from Miami, who won the last NA's contested on Long Island Sound in 1988, was third on the loaner boat *Bandit*.



Houdini's "escape"!

Near Disaster

Valkyrie finished fourth, but it was nearly a disaster. "At the start, everybody was on starboard and we got squeezed between Frolic and the committee boat," said Peterson. Valkyrie went head to wind, then clipped the swim platform on the committee boat. A two-inch by two-foot hole was torn just forward of the bulkhead, a

foot above the waterline. Immediately after complethe 720° turn to exonerate themselves, *Valkyrie's* covered the hole with a square of sticky-back sail. Then they started an impressive comeback. "We valo boat lengths behind. By the first mark we got three boats, then 10 more downwind," comments Peterson.

After the race, Doyle sailmaker Alan Drew ferri crew member Rob Ranzenbach to the dock to proctools and materials to repair the damage. The *Vali* team worked until nearly midnight, using a hair doto help set the patch. The boat was ready to go the morning. At the awards ceremony, the Cedar Poir organizers good naturedly presented *Valkyrie* with chunk of teak swim platform as a memento.

3's to Light Air

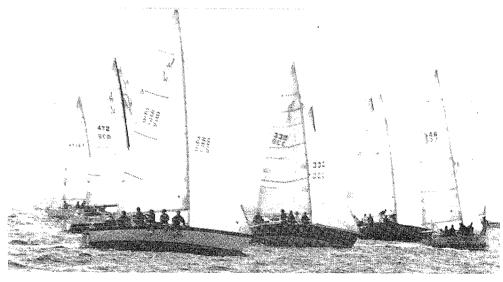
There was enough wind Saturday morning that I **Houdini** opted for the #2 jib, while some boats ha #3 up for the first beat. By afternoon, the wind we light. Smith said "You needed to stay in the same breeze as the competition. At times we tried to co but we had to sail our own race."

In the third race, *Houdini* caught a puff and just passed Berg's *Bandit* at the finish line. *Houdini* v the fourth ahead of *Valkyrie*. For the day, *Sundar* who had faltered Friday, returned with a 3-4.

BrouHaHa scored a 4-5, which put them third ov and closing to within three points of second place *Valkyrie*.

According to McGuirk, Sunday was a typical polish, no wind day. "We expected a southerly and see the sea breeze front with puffy clouds over Lo

Wind conditions
went from "#3" air
to such light
breeze that only
four boats finished
within the time
limit in Sunday's
final race.



'92 CHAMPIONS

Island. We kept a close eye on Long Island Sound boats for their local knowledge."

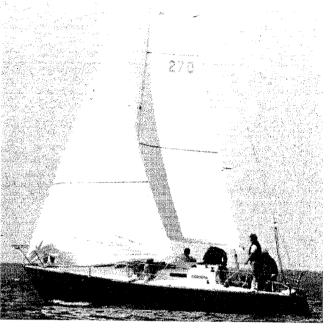
Peterson adds, "The final race was closer to shore. Everybody went toward the shallow water like lemmings. We crossed *Houdini* a few times, but if you were 200 yards apart, your heading could be 20 degrees different. You couldn't turn the tiller. You had to hold it still and coast through the shifts."

... the Cedar Point organizers good naturedly presented Valkyrie with a chunk of teak swim platform as a memento.

The breeze never filled, but the race committee had a contingency plan. There was a four-hour time limit. Then, any boats not finished within an hour of the winner received the final finisher's position plus three places. *Houdini* barely finished within the four-hour limit. *Smiles*, *Lola* and *Stark Terror* followed in order as the clock ran out. The rest of the fleet was scored seventh. *Smiles* was the only boat in the top six to improve their overall position under this setup.

Thank You, Cedar Point!

The Cedar Point race committee was praised for their handling of the difficult and changing conditions. "They tried to get the course out into the middle of the sound to get more consistent conditions," says Smith. Munz adds that windward marks were moved whenever necessary and commended race management. "Carl and Sara Sherter, Bill Rivkin and Seth Shepard couldn't have been more helpful."



Scott Paige and Tom Harrington (past president) on Air Apparent.

Chevrolet sponsored the 1992 event, and their efforts were complemented by Cedar Point Yacht Club's top notch hospitality. "They had donuts and coffee every morning, and a reception each evening," says Teri Munz. "There was a ton of food — breads dip, bowls of vegetables and fruits and a keg of beer. Dinner Saturday night included lasagna, salad, beer and wine. It was delightful!"

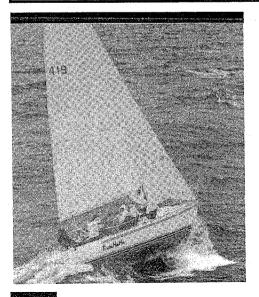
CHEVROLET

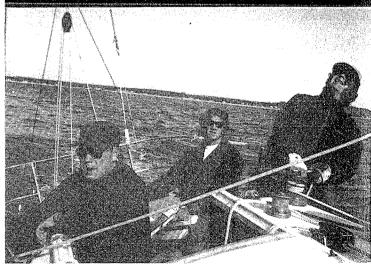


Thank you,
Cedar Point!
And hats off to
the race
committee for
its handling of
difficult and
changing
conditions.

1992 North American Results

					Race	Nu	mber			
Pos	Boatname	Skipper	District	1	2	3	4	5	Points	Pos
1	Houdini	Scott/Smith	Chesapeake	2	1	1	1	1	5	1
2	Valkyrie	Peterson	Chesapeake	3	4	8	2	7	24	2
3	BruHaHA	Carr	S. New England	4	7	4	5	7	27	3
4	Air Apparent	Harrington/Paige	L.I. Sound	1	8	6	15	7	36.75	4
. 5	Smiles	McArthur	L.I. Sound	13	2	12	8	2	37	5
ı6°	Windshadow	Watson	L.I. Sound	5	5	10	10	7	37	6
7	Bandit	Berg	South East	17	3	2	13	7	42 :	7
8	Sundance	Skrzypiec	L.I. Sound	14	15	3	4	7	43	8
9	Libertine	Rivkin	L.I. Sound	7	13	9	9	7	45	9
10	Anticipation	Ingham	L.I. Sound	9	20	7	3	7	46	10
11	Stark Terror	Jorch	L.I. Sound	6	11	5	20	4	46	11
12	Fat City	Sherter	L.I. Sound	12	6	15	6	7	46	12
13	Frolic	Vielhaur	E. Great Lakes	8	17	13	11	7	56	13
14	Vivacious	Munz	Chesapeake	10	9	18	12	7	56	14
15	Lola	Noyes	L.I. Sound	20	12	17	7	3	59	15
16	Wooly Bear	Rapp	Chesapeake	11	14	11	16	7	59	16
17	Blitz	Emery	L.I. Sound	15	10	14	17	7	63	17
18	Enzere	Stirewalt	Carolina's	16	19	16	18	7.	76	18
19	OnCall	Edman	W. Great Lakes	19	18	20	14	7	78	19
20	Dow Jones	Shepard	L.I. Sound	18	16	19	19	7	79	20
21	Nordic Star	Van Name	L.I. Sound	21	21	21	21	7	91	21



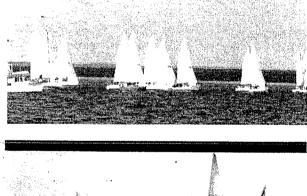


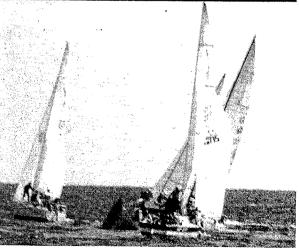
'92 CHAMPIONS











The 1992 North American Champion

by Mike McGuirk, Gunsmoke

You've all seen the headlines by now. You know Charlie Scott and partner Charlie Smith won the 1992 J/30 North Americans on their boat **Houdini**. We asked fellow Chesapeake Bay sailor, Mike McGuirk to find out more about Charlie's "magic". He interviewed Charlie Feb. 3, and filed this report.

Meet Charlie Scott

Charlie Scott began sailing with his parents when he was "real little". At age 7, he began crewing on a Penguin with his older brother. Then, at 10, he entered the Annapolis Yacht Club junior program and soon thereafter was racing on his own. In 1971, at the age of 17, he won the prestigious Sears Cup, emblematic of the North American Junior Championship. His first experience on a keel boat was with his parents on their Herreshoff 23, a 34-ft. design which the family raced for many years in the Racing Division on the Chesapeake Bay.

Charlie's career in J-Boats has been long and illustrious, including successful campaigns in every first-generation J-Boat. Beginning in the J/24, he won the 1978 North Americans. Then in the spring of 1979, as a precursor of things to come, he won the Annapolisto-Oxford Race in a J/30! It was hull number 70, a boat named *Falcon*, owned by Dick Armstrong. The



Charlie, Pattie, Katie and C.G. ... "it's a family boat."

Armstrong and Scott families had earlier hosted other's crews at the Mallory semis and the Midg Championships in Annapolis and Poughkeepsie, respectively. This early J/30 success would sparl boat's fantastic popularity on the Chesapeake in years following. For the rest of 1979, it was bacl J/24 and a big win in the Worlds at Newport, RI

After logging a 1983 Chesapeake Bay High Pc Championship in a J/35, Charlie moved on to a J and won both the 1984 One-Ton North American the 1985 SORC, (the year's premier Grand Prix at the time). 1984 was busy for Charlie, as he als sailed a J/27 to a MORC National Championship Lake Erie. In 1986, Charlie raced a J/29, then we 1987's Block Island Race Week in a J/36. 1988 Charlie campaigning a J/33 to a season High Poi Championship in two classes, PHRF and IMS.

Without a doubt, Charlie made a major contrit to the early success of the J-Boat family.

And after all that, back to a J/30? That's right, Some might wonder why, but not Charlie's fello enthusiasts on the Chesapeake. They know. In Charlie's words, we have "the best one-design c the Bay." And too, "it's a family boat" that he as supportive wife, Patty, can enjoy. It's the kind o that "doesn't need a million people to sail." One kids, Katie and CG, can (and do) sail on ... like the did when he was "real little".

The 1992 North Americans

Charlie and his partner, long-time friend and s companion, Charlie Smith, bought *Houdini* in the spring of 1992 in Marblehead. The 1980 boat (houmber 258) needed some work, and it was early summer before they got on the water. Because of serious bottom problems which they did not have to fix, the pair decided against a serious campaigner 1992. Nevertheless, after a couple of patch-up jour the bottom and a very good showing at Race We they decided to go for it. That was Monday of the series began!

New tires for the truck, a few repairs to the tra road permits, Route 1; New York's GW Bridge again") ... and by Thursday morning *Houdini* w

'92 CHAMPIONS

New England waters. Patty would take care of the business, but what about crew? On such short notice, Charlie and Charlie rounded up a makeshift group, three of whom had never sailed before with them. Charlie Smith, who does all the trimming, had done only one race on the boat. He was assisted by grinder Tim Sharp, a business associate. In the middle was Theo Petersen, a frequent crew in Charlie's many sailing adventures. In front was a duo from another Chesapeake Bay boat, *Gunsmoke*: John Dallam worked bow, with Mike McGuirk at the mast.

And with all that, did Charlie think he had an edge? "We knew we had good speed," Charlie said. "The bottom was holding up OK, and the sails were looking good. So, we'd have to see."

More about Houdini

Patty says "flat sails are Charlie's thing". Charlie responds that he likes his mast "straight and tight" to give better control of the headstay, and points out the importance of rigging it to match the cut of his sails. Or is it the other way around? Like most J/30 sailors, Charlie likes a lot of rake, with the headstay at maximum class length and the mast butt at the forward limit. *Houdini* is very much a "class boat". The only deck modifications were to move the jammer for the pole-lift further aft to make it useable by the helmsperson, and to double-end the foreguy down each side of the cabin top. The foreguy — tied off for the race to eliminate an extra purchase which is legal on the Chesapeake — is attached with a clip instead of the normal shackle. This makes it convenient to unhook, which can be a very useful feature.

Weight is a really big item with Charlie. Distribution and amount are equally critical. "If you have to have it, get it all in the center of the boat ... but I'd rather not have it." People must be considered as well as equipment. Only the bowperson ever goes forward, and that happens as infrequently as possible. Only one person is ever in the cockpit besides the helmsperson.

The Crew

Crew members are first assigned to positions on the rail, then given specific jobs for each maneuver. At the NAs, *Houdini* went with a crew of six. From the back they were helmsperson, trimmer, grinder, middle, mast and bow. Let's take a look at how they work the boat (at right).

Helmsperson:

- Steers (extremely well!).
- · Trims the main, backstay and traveler.
- Releases on tacks.
- Does the pole controls when necessary.
- · Delegates literary tasks to mastperson.

Trimmer:

- Trims the jib on both tacks, almost always from the high side.
- Trims the chute from the cockpit or rail well aft.
- · Almost never goes forward of the companionway.
- Goes down to fine tune only when necessary, usually just cleats it off.

Grinder:

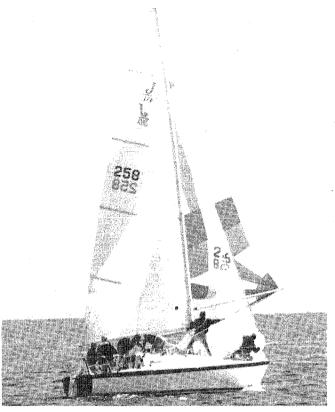
- · Grinds the jib during tacks, then goes to the rail.
- · Trims and grinds the guy downwind.
- Never goes in the cockpit except in transit.

Middle position:

- Does his thing with the halyard winches from the cabin top only.
- · Does not operate from companionway.
- On tacks, crosses over companionway hatch.
- On mark roundings, does the outhaul, which is led part way back on the boom.
- · Holds the boom out downwind.
- · Pulls the chute in on douses.
- On spinnaker sets, does the pole topping lift and releases the jib halyard.
- Is the chief meteorologist and navigator.

Bow and mast position:

- · Only bow goes forward; mast never goes forward.
- On jibes, mast goes down and grabs the new guy (and jib sheet) while bow cuts.
- Mast drops the new guy in and pushes the pole forward toward the headstay.
- Bow re-attaches the pole.
- On douses, mast releases, helps middle pull in the chute, then hits the rail.
- If jibe set at top mark and not rigged for it, mast does it while bow pulls jib down.
- At bottom mark, jib is not moved around the foreguy, as that puts the bowperson all the way forward. Instead, un-clip the foreguy, run it under the jib and re-clip it.
- Mast takes notes for article in J/30 Journal!



There has to be more, Houdini

All of that is great, and it gets Houdini around the course fast and efficiently. However, there are 20-some other guys out there, each with his own well-tuned boat and proficient crew, all trying to accomplish the same thing. It takes a whole lot more to get the boat around the race course with the consistent success that Charlie enjoyed at this year's North Americans. So how did you do it, Charlie? What can you tell us?

"Not much," says Charlie. "A lot of it is boat speed and preparation. After that, we just sailed the shifts as best we could and didn't get frustrated when we got behind."

"You've got to get good starts. Be on the line on time! An on-time start with good speed in clear air can mean a lot of boats." Charlie likes the ends where he can see the line and doesn't worry much if it's the wrong one. He can make up for that (and more) with an otherwise good start. "If you're in the second tier and bad air, you can lose a lot of boats," he says.

While relatively little detailed analysis goes into the starts ("keep it simple, don't make things too complicated"), a lot of effort goes into wind analysis on the water. The effort focuses not only on lifts and headers, but especially on velocity differences over the course—not just the weather system and local winds, but

each little micro-puff that comes along. "Wind is almost always more important than current," says Charlie.

Lots of input comes from the crew on wind, we other boat's performance, laylines, etc., and Char takes it all in. He likes all the input he can get (at most of it is very good). He relies on the informa and filters it, but makes one point clear: "Don't to what to do." Decisions on tacking and jibing are unilaterally with no discussion. "If we talk about

In Charlie's words, we have "the boone-design class on the Bay." And t "it's a family boat" ...

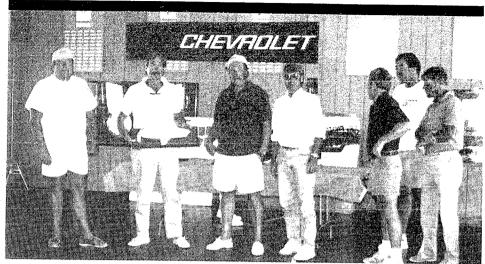
whether it's time to tack or jibe, it's probably too His crew must be ready and alert because execut: immediate, especially on jibes. A simple "Tack!" "Jibe!" is all that's said. On tacks, crew immedia reacts to sail and weight distribution requirement Downwind, Charlie jibes on every shift. Bow an just do it, and the rest of the crew reacts. "Not all and jibes pay off," says Charlie, "but about 90% time they turn out to be right."

Charlie isn't perfect, but he is patient. If he ma bad tack, he doesn't panic, he just looks for the r opportunity. Sometimes he's quick to tack on a 'with a puff'. Sometimes he just hangs in and tak huge lifts and headers, provided they are in breez is a master of fleet tactics — always thinking sex moves ahead — and always knows where he was be. He relies on crew for information, and always wants to know where the mark is. He will blast a crewmember for a mistake, but quickly switches teacher-mode and explains the error. Most imposall works very well!

Thanks for the interview Charlie. It was a plea sailing with you!

About the author: Mike McGuirk is a long-t J/30 owner from Bel Air, MD. He has raced a cruised Gunsmoke on the Chesapeake for niv years. He has been an avid supporter of the class, having held several jobs in the local Fl including Fleet Captain in 1988 and 1989.

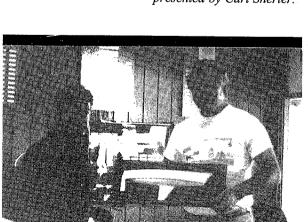
'92 CHAMPIONS



1st Place: Charlie Scott and Charlie Smith (3rd and 2nd from left) and Houdini crew. Terry Rapp (left) presents the half model.



3rd Place: Ron Carr of BrouHaHa returned for another half-model, presented by Carl Sherter.



5th Place: John McArthur of Smiles kept this half-model in the local area.



2nd Place: Ron Peterson of Valkyrie accepts congratulations from Bill Rivkin.



4th Place: Tom Harrington accepts honors earned on Air Apparent (co-owned with Scott Paige).

J/30 Spreader Brackets

A Safety-Oriented Upgrade

by Al Schreitmueller, Jaguar

The J/30 provides owners and crew many hours of enjoyment, both on the race course and while cruising. As with any boat, there are features which can be improved upon — given the benefit of years of use and 20/20 hindsight. Some enhancements are performance-oriented and will benefit the PHRF sailor only; some are simply safety-oriented and benefit both the one-design and PHRF sailor. An example of the latter is an upgrade to the J/30 spreader brackets.

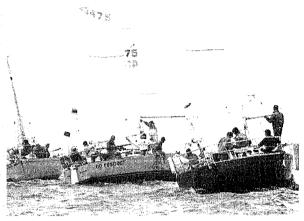
Potential Weakness

In the past few years, there have been several dismastings reported of J/30's. By review of the causes, a possible weakness in the design of the spreader bracket has been identified, and fairly simple methods of reinforcement developed. This does not mean your unmodified spreader brackets are a ticking time bomb, but a careful inspection may yield some surprises.

The problem usually occurs in boats that have been raced hard, and where the rig has been subject to a fair amount of pumping. In the July 1980 issue of *Practical Sailor*, the author recommends running backstays for off-shore work to minimize pumping. Boats sailed "inshore" over a long period can develop the same associated problems. "Pumping" is accentuated by the swept-back spreaders when the backstay is very tight when sailed in heavy air with a significant wave chop. The middle of the mast will pump forward as the boat meets the resistance of a wave, and then back in the trough.

This does not mean your unmodified spreader brackets are a ticking time bomb, but a careful inspection may yield some surprises.

This action works mostly at the rivets which hold the forward edge of the spreader bracket to the mast, and the easing motion works at the aft rivets. An initial symptom is the appearance of stretch in the forward



rivets; this initial play then accelerates the failure process. The aft rivets may finally fail, or the pres transferred to the aft section of the brackets (and n crimping the aft part of the mast section under sev pressures. Either cause will take out the windward speader and crumple the mast at that point. I have told that the J/24 suffers from the same weakness.

Possible Solutions

Several Annapolis firms have worked on J/30 sp brackets. According to Tom Wohlgemuth at Ches peake Rigging/Annapolis Spars, there are a variety ways to attack the problem. These include a retrof existing brackets, thru-bar mounted brackets (a la and new fabrications which replace the older ones most cases, a new fabrication (external to the mass be the least expensive, primarily because of labor install. Wohlgemuth recommends a fitting similar original, except a stainless band is welded from th of one bracket, goes around the front of the mast, attaches to the front of the other bracket. That rein the front rivets. A compression tube is also run the mast to keep the aft part of the mast from coming.

Bob Muller of Muller Marine feels the front col the key. If the front rivets are secure, the back rive should be fine, he emphasizes. He offers the comp sion tube, too, if the owner desires it.

The typical boat has gone 10 years without the station, and the front collar provides most of the st of the upgrade. Both Wohlgemuth and Muller recomend the procedure be done with the mast out of

FYI ARTICLES

boat. Typical costs might be \$150 - \$200 for removal/restepping the mast, and \$100 - \$160 for the spreader kit. Both firms are planning to make available a kit which could be shipped to owners outside the Annapolis area.

Wohlgemuth advises that it is important to use the existing rivet holes in the mast, and to carefully drill holes for the new fitting that line up with them. This reduces the holes in the mast that absorbs a lot of stress.

The downside of this retrofit is that a little weight is added aloft. However, a WDR when the stick comes down is very slow, and the safety and well being of your team is well worth any nanoseconds lost!

For more details, contact:

Chesapeake Rigging/Annapolis Spars (410) 268-0956 Muller Marine

(410) 626-1238

Annapolis Rigging Company

(410) 269-8035

Editor's note: Annapolis Rigging Company's Jay Herman has also designed a modification to our spreader brackets and installed it on a short section of an old mast. Terry Rapp has inspected it and approved it for use on our boats.



Probably the guy behind you. If you're ready to break out of the pack and leave the rest of the fleet behind, get a new suit of North Sails. And watch how friendly your crew gets.

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More Than Meat... The Fine Art of Crewing on a J/30

by David Flynn

There is more to being good crew than jumping when screamed at. There is even more than knowing how to get sails up and down, and the boat tacked and jibed. The key to moving beyond the crew as "automaton" stage, is the realization of three concepts: the impact of weight and placement on speed, understanding priorities, and developing initiative.

What Weight Means

First, where you are is a huge component of boat speed on every point of sail. Consider this: an increase of 1% in boat speed, from 6.0 to 6.1 knots, would equal two minutes over the course of a normal two-hour race, 2 minutes 24 seconds at 5 knots. Moving a single body of average weight to the rail, when sailing with the keel loaded, (wind forward of 120 degrees apparent), increases boat speed on a J/30 .1 of a knot.

Get the picture? In other words, if each crew member always has their weight in the right place, you could be as much as ten minutes faster over the course of a two-hour race. If six crew members simply hike properly, (which means moving outboard six inches), a J/30 will go .1 of a knot faster upwind. Remember, no pain, no gain.

Where Should I Be?

The magic spot varies, depending on wind verboat speed, sea state, and the need of the helms for feel. It also reflects the design characteristic boat. A J/30 rides high in the bow, low in the sit always needs the weight well forward, (thou, forward of the shrouds). This means stay out o cockpit! It is convenient to think in terms of a line running from the leeward shrouds, to the verail, back where the cabin top ends.

In light air, weight should be forward and to As the breeze builds, weight should shift aft ar weather. Upwind, the crew should react autom to puffs and lulls, and the needs of the helmspe more or less heel. Create heel in light spots, or tacks, or in waves.

Help the Helmsperson

The steering groove is wider, and the boat ha "feel" when it heels over. A driver should con cate need for heel to the crew. Drivers should a to sail the boat flat, or with as little heel as the stand and still keep the boat in the groove.

Once you get the boat going, move weight u

first, then weight up. The beget a mushy, almost slow fe just as it really gets hooked drivers start to lose it and sl (or if a set of waves or a lig coming), they should ask fc heel. The crew should antic and try to feel the boat. A w trained crew will react to ch velocity or boat speed autor moving forward and to leev the breeze dies or the boat s then back up to weather wh boat heels over in a puff, or driver gets it dialed up.

Downwind, keep the well forward. Heel slightly

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FYI ARTICLES

leeward in the light spots, and heel slightly to weather (5 to 8 degrees), when the boat is going well. In heavy air, the weight can slide aft somewhat, but there is no need to get carried away with this on a J/30. The bow is plenty full enough to keep the boat from turning into a submarine.

Dead downwind in a breeze, when oscillation and control is a problem, keep the boat heeled slightly to leeward, and weight spread out evenly.

This part is painful, but in light, sloppy conditions, upwind and down, it is faster to have the majority of the crew below, with their weight forward and to leeward. The "crap shoot" nature of light air sailboat races actually makes this a good deal. Who wants to watch anyway? Besides, it is much more comfortable.

Movement Kills Speed!

While you need to get your responsibilities taken care of, remember that every time your weight is out of place, you are slowing the boat down. Think through your tasks so that you can accomplish them with the minimum amount of movement and wasted motion. Many times a job can be done from the rail. For example, in breezy conditions, the pit person doesn't

About the author: Sobstad Sailmaker's David Flynn has raced J/30's for 12 years (mostly while working for Doyle Sailmakers). He has been involved with several winning campaigns, and has contributed significantly to the success of the Chesapeake Bay Fleet.

have to move into the companionway, but can tail halyards and topping lift from the weather rail.

Above all, movement kills speed. If you can get your job done and then freeze in the right spot for the conditions, you will help make the boat go fast. In a perfect world, the crew would be frozen in proper position, explode in one burst of concentrated action to perform the required evolution (set, jibe, douse, etc), and then immediately settle down and freeze. It is essential to settle the boat down after any evolution.

Priorities, Priorities...

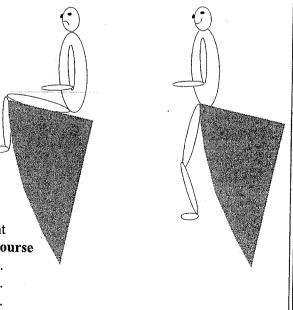
Which leads us to the next important concept: priorities. The more you race, the more you will realize which things have to happen, and which can wait. As you set the spinnaker, for example, is it really important to ease the outhaul, cunningham, and backstay,

Hiking Power

- 1. Bring a full crew.
- 2. Hike out all the way.

A small speed improvement adds up to many seconds per mile, as illustrated in the chart below (1% improvement can mean 1 min. over a 10-mile course at 6 knots):

1% Improvement		nt	2% Imp	rovement		
At:	Knots	Sec/mi.	10mi. course	_	10mi. course	N
6 kts.	6.06	5.9	1.0 min.	11.8	2.0 min.	
5 kts.	5.05	7.1	1.2 min.	14.1	2.4 min.	
4 kts.	4.04	8.9	1.5 min.	17.6	2.9 min.	



right now? The answer is no. All that is critical is to get the spinnaker up, the jib half way down so the spinnaker fills, and the mainsail and spinnaker trimmed properly. It will be better for boat speed to freeze, then attend to the small details of sail trim later, once the boat has settled down.

Remember this principle after every mark rounding. At the leeward mark, do not detach the spinnaker gear from the spinnaker, or do any clean-up. Hit the rail and tidy up later. Speed first, then go for the good house-keeping seal of approval. There will be appropriate times to flake halyards, pack spinnakers, move gear, etc.

Have A Plan

There are four basic evolutions in sailboat racing: tacks, sets, jibes, and douses. Create a plan for your boat. The J/30 typically is sailed with a crew of seven. Define the responsibilities of each position for every evolution. You can work out the details in practice.

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There is no perfect scheme. Just as great go able to achieve the same results with different mechanics, you can get the mechanics of boat accomplished with a variety of different plans ever works on your boat, with your crew, is rimatter what scheme you come up with, the le have the plan outlined, so that every member crew understands his or her responsibilities. Vocrew come on board for a race, you can easily them in, and define their tasks. Call me if you sample J/30 plan.

Taking the Initiative

Finally, if you want to graduate from "autor" rock star" status, you have to learn to take in When you get to the boat, you know that all t needs to be led and the sails checked and pack without being told.

When you get out to the race course, make skipper fills you in on the details (listen up sk Know what the course is and when you start. your skipper sail the course in miniature so you a sense of the wind angles and velocity for ea This will enable you to anticipate the need for ker gear position. Set up all spinnaker gear be start.

Think for yourself. As the weather mark ap you know how much time you need to get the ker hooked up. Pick the right moment, dive d below and get it before you are yelled at. Stay game. React to puffs and lulls and changes in speed with the proper weight shift. Keep an e the next mark. The tactician will always apprinformation.

Let the back of the boat (an area better knofantasy land), know about major changes up to course: breeze velocity, other boats who are a sudden doing something differently, etc. Mak your information is precise, and be sure not to everybody talking at once. Too much information is bad as too little.

Remember to remind your skipper that goo not found, good crew is made. Make sure you someone who appreciates desire, and who is train. Good skippers have a knack for getting out of every person on the boat, and for maki everyone feel like they are part of the game. spirit and attitude the creates a sense of respc and encourages crew members to take the ini

Repair of Mild Gelcoat Blistering

by Rob Van Name, Nordic Star

My 1982 J/30 *Nordic Star*, hull number 406, developed mild gelcoat blistering that was discovered during a "short haul" over the July 4th week of 1991. I had intended to just paint the bottom... After six years of being in the water, the gelcoat on the starboard side had developed hundreds of small blisters (less than 3/16 inch). The bottom had been painted with three coats of sprayed Micron 33 over sanded gelcoat.

The boat yard said the blisters were not large enough to worry about. I worried because the J/30 has a fairly thin outer layer of fiberglass over the balsa wood core. If the water penetrated to the balsa core, the boat would become a sea slug.

I spoke with Herb Ingham, owner of *Anticipation* (J/30 hull number 52), who had experienced a similar blistering situation and had his boat repaired at Tillotson-Pearson over a winter haul-out. Herb indicated the expense of the repair at Tillotson-Pearson was equivalent to what we are normally charged for storage on Long Island. Herb also indicated that some rough spots had to be sanded out after the repair to restore the fairness of the bottom.

Do-It-Yourself

Because the boat was already out of the water, and I was concerned with preserving the smoothness of the bottom, and I do all the work on the boat (read cheap and untrusting), I decided to fix the blisters myself. Interlux literature said mild blistering like mine could be repaired by opening each blister, waiting a minimum of two weeks and filling each blister with two part epoxy fairing compound, and finally applying three coats of a barrier coat. I purchased a three horsepower compressor from Sears and a sandblaster from Home Depot, and proceeded to turn the area under the boat into Jones Beach. Three horsepower is about the smallest compressor that will operate a sandblaster and not pop a 15 amp circuit breaker at the boatyard. The sand blaster quickly opened each blister without hurting the adjacent gelcoat — as long as I paid attention. The sand blaster would just as easily go through the fiberglass.

During the two-week blister dry out period, the old bottom paint was removed with a chemical stripper followed up with several hours of wet sanding. By now I had discovered the compressor could also drive a water-resistant orbital sander, making the wet sanding a little more tolerable, but not actually fun. The best part of the air-powered orbital sander was the reduced chance of electrocution. Interlux advised me that when

... the J/30 has a fairly thin outer layer of fiberglass over the balsa wood core. If the water penetrated to the balsa core, the boat would become a sea slug.

using a do-it-yourself (aluminum based) spray gun, Interprotect 3000 should be used to spray a barrier coat. The other Interlux barrier coats, Interprotect 1000/2000, contain chemicals which will attack an aluminum spray gun. Professionals apparently use stainless steel spray guns.

Two Weeks, 10 lbs. Later

At the conclusion of the two-week blister dry out period, each blister was filled with two-part epoxy fairing compound, followed by a light wet sanding to preserve the fairness of the hull. With my skilled friend (and crew) Roger Carpenter on the spray gun, we applied three coats (1 gallon per coat) of Interprotect 3000 epoxy barrier coat to get the required film thickness. This was followed up by two gallons of copper co-polymer anti-fouling paint. We used Roger's pressurized paint tank to apply the fairly heavy epoxy barrier coat.

The blister filling, fairing and painting took two additional weeks of hard work. So the short haul turned into four weeks, but the blisters are gone and have not reappeared. To ward off evil blister spirits, the boat is now hauled out over the winter. The technical hotline at Interlux was very helpful when I needed clarification, advice or explanations.

One last comment: as a side benefit of repairing the blisters myself, I managed to lose 10 pounds.

Cruising Your Racing J/30

by Nancy Jorch, Stark Terror

Bill and I have been cruising our J/30 Stark Terror since 1984, when our son Billy was just two. After six years of intense racing on our J/24, we wanted a larger boat that we could continue to race, but one offering a little more comfort for our family. Enter our J/30. Since then, we have developed many techniques to make cruising fun and easy for everyone — without compromising the racing!

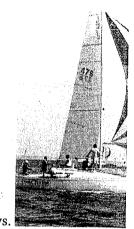
Creature comforts

When we add cruising equipment to the boat, it is always done with an eye on racing. Everything either serves a purpose when racing, or is easily removed. The first thing we added was an auto pilot. It is indispensable on those long days when there is no wind, and we use it so that both Bill and I can work on sail changes. We also added a sunshade — again for the long, hot windless days under power, and also for relief from the sun while at anchor. We spend a lot of our time during the day in the cockpit, so a set of cockpit cushions have added to our comfort.

... the basic principal has remained the same: make the boat feel like home!

The first *Stark Terror* did not have hot or pressure water. We quickly discovered sun showers and began to improve them. We carried two on the cabin top for hot water, and a third for cold water so we could regulate the shower temperature. Clear vinyl tubing and garden hose fittings added length to pass down through the hatch in the head; a Y fitting with adjustable shutoffs in each branch regulated the amount of hot and cold water; and finally, a pistol-type garden hose spray fitting gave instant shutoff and a real shower-like spray. Hoisting the sun showers aloft on a halyard generates enough pressure to provide a real shower. A large-mouth funnel took care of cloudy days — we could make hot water on the stove and pour it into the sun shower.

This situation sufficed until we had the summer cruise with no sun. The next winter, we finally bit the bullet and added pressure hot water to the boat. The installation is a good winter project and costs about \$1,000 if you do the work yourself. We also added a 20-gal. collapsible water tank under the V-berth to give us enough water to take plentiful showers and have enough water for 3-4 days



Other essentials

We bought a small Avon dinghy which fits a foredeck when inflated, and a 2-horsepower er This gives us the flexibility to stay on anchor a go ashore or beachcombing, and serves as a co swimming platform. The engine fits nicely on rail, and is light enough to handle quite easily.

For three years in a row, we went from West Long Island Sound to Block Island and Nantucexperienced days of fog surrounded by unseen ships and high speed power boats. The hours of vigilance resulted in uneventful passages (not mention Excedrin headaches), but also convin that there must be a better way. We ended up small radar mounted on an aluminum pole that the deck and stern rail. It can be removed for rone person in 20 minutes. We now travel—for fog—in a more relaxed frame of mind.

Including children

Our cruises in early J/30 days were quite dif from the ones we do today. They were shorter less distance and ran only a little over a week. seemed we had to take so much "stuff" with u Billy was little, but the extras essentially mad cruise work for us. Now the extras are not qui overwhelming, and we have changed the form somewhat, but the basic principal has remaine same: make the boat feel like home.

The use of a storage bin (under the settees) box has been an important feature in keeping entertained — from toddler days through now

FYI ARTICLES

Billy was younger, we carried a lot of Sesame Street books and tapes (the tapes read the book to the child). When both Bill and I had to be on deck (anchoring or foggy weather in pre-radar days), it was great for Billy to be below decks listening to one of his stories without us having to read to him. Crayons, coloring books and drawing pads were also very useful, and we still carry many art supplies today (minus the coloring books).

To help make cruising a special time for Billy as a toddler, we had "presents" for him to unwrap on a daily basis. This took planning, but it was always worth it. Today, some of the essential items for a preteen seem to be books, tapes, a deck of cards and electronic games.

Watching our child grow up on the boat, teaching him to swim and sail and navigate, sharing his excitement in seeing new lighthouses or submarines or wildlife—all are experiences we wouldn't have missed for the world.

As I'm listing these, I know it sounds as if all a child is supposed to do is sit below and play with toys. Au contraire. There are days on end when the sun is shining, the sea is calling, the beach beckons, and the waves are all perfect. However, let's face it folks, there is also rain, fog, cold and days when the last thing you want to do is get in the dinghy and go to the beach. You simply need to be prepared for all conditions.

Safe, secure

We had a strict, simple safety rule when Billy was younger: he could not come up on deck without his life jacket. This sometimes kept him below just because he didn't feel like putting on his life jacket, but we stood firm. When he was quite little, we'd also have him in a harness with a line attached. Before he became a strong swimmer, he swam in his life jacket (with a line tied to the back in Edgartown and other anchorages with strong currents). This allowed him to swim, but made a secure situation for all of us. Even today when we swim off the boat, we tie a line to a flotation cushion and toss it off the stern. It's there to rest on or to hold onto in a strong current.

First aid extras

Your first aid kit is a top priority. Yes, we all buy one, but have you looked carefully at its contents? I doubt that you'll find children's Tylenol. My point is that you need to supplement the standard first aid kit or make up your own when cruising with children. Make sure you have hydrogen peroxide, ointment, band-aids of all sizes, gauze pads, and personal vitamins.

You'll also need sunscreen of SPF 15 or above. Don't wait until the cruise to try out a new brand of sunscreen. You can have an allergic reaction to some, and then you're in big trouble. I speak from experience on this one! (A brand marketed specifically for children and people with sensitive skin caused my skin to burn with nightmarish intensity.)

Finally, don't forget the Avon Skin-so-Soft for the no-seeums and mosquitos, and Witch Hazel to kill the sting of jellyfish stings.

Plan to eat well

Bring what you like to eat. Always have snacks fresh fruits, pretzels, veggies, chips or whatever. People just eat more on the water. (At least that's what I tell them at Weight Watchers after the cruise!) Frozen dinners (homemade or store-bought) keep in the icebox for days and help keep the icebox cold at the same time. We also carry frozen containers of milk so we don't have to buy it as often, and to help as ice. A cooked turkey, chicken or canned ham serves as a meal, and then as sandwiches or other meals. We have an oven on our second Stark Terror (we lost our first J/30 to Hurricane Bob), and I am just beginning to realize its possibilities. In addition to cooking real meals, we've made brownies and other treats. (In fact, brownies served as dinner one very late night in Nantucket ... but that's another story.)

More than great racing

The list could go on, but I think I have hit the high points. We found that cruises with a small child were quite do-able with planning, and were an enormous amount of fun for the entire family. Watching our child grow up on the boat, teaching him to swim and sail and navigate, sharing his excitement in seeing new lighthouses or submarines or wildlife — all are experiences we wouldn't have missed for the world. Our J/30 has given us more than we could have imagined when we first looked for a step up from our J/24 11 years ago. We know it can do the same for you!

Welcome to the 1993 edition of the J/30 Class Rules and Specification

At the September meeting of the Board of Governors, several changes to the Class ru were proposed. Here's a brief overview of those that were approved:

- Rule 5.7.4 now permits installation of a system to strengthen our spreader brackets. I some background, read the article "J/30 Spreader Brackets" elsewhere in this Journa
- Rule 5.11.2 was revised to correct an error in the spinnaker pole measurement.
- Rule 5.15.1 gives us more flexibility in the color of the Class Identification on our sa
- Rule 6.1.6 permits use of GPS for navigation.

And last, but not least, we have included several "interpretations" of the rules that have be made over the years by Class officials. Most of these originate from questions that have ari while measuring at the North American Championships. We will attempt to stay abreast of the decisions and keep you informed using this format.

Please direct your suggestions, questions or comments to Terry Rapp or Michael McGui

J/30 Class Association By-Laws

- I. The Class Association shall be governed by a Board of Governors consisting of the following. The Board of Governors shall have the authority, at a meeting called for such purpose, to amend, alter, add to, or repeal the Class Rules and One-Design Specifications.
 - A. Class President: The president shall be elected by the Board of Governors every two years at the North American Championships. The President shall be Chief Administrator of the Class, and shall appoint a Secretary and others to assist him.
 - B. **District Governors:** One District Governor shall be elected by class members from each geographical District as described in article II, below. Upon failure to so elect by Feb. 1 of each year, a District Governor shall be appointed by the Class President.
 - C. Chief Measurer: The Chief Measurer shall be appointed by the Class President with approval of the Board of Governors.
 - D. J-Boats, Inc. Representative: This representative shall be selected by J-Boats, Inc.
 - E. Immediate Past Class President
 - F. At-Large Members (up to three): At-large members may be appointed by the Class President with approval of the Board of Governors.

- II. Districts comprise the geographical areas as lis Within the several Districts, Fleets may be org not less than three (3) full members of the Ass The District Governor of the District shall be r all Fleet organizations.
 - Northern New England: Southeastern Can Atlantic Coast from Canada to and includin Cape Cod.
 - 2. Southern New England: Chatham, MA, to including Mystic, CT.
 - 3. Long Island Sound: From Mystic, CT, to a including Atlantic City, NJ, and Long Islan
 - 4. Chesapeake: From Atlantic City, NJ, to the Carolina state line.
 - 5. Carolina's: North and South Carolina.
 - Southeast: Georgia, Eastern Florida and the Keys.
 - 7. Gulf Coast: Western Florida, Alabama, Mi Louisiana and Texas.
 - 8. California: Arizona and California.
 - 9. **Pacific Northwest:** Oregon, Washington at Columbia, Canada.
 - 10. Western Great Lakes: Lakes Superior, M. Huron.
 - 11. Eastern Great Lakes: Lakes Erie and Ont upstate New York and Vermont.

1993 Membership Application

Full Members

All J/30 owners, co-owners and helmsmen **must** be full class Association members to participate in J/30 Fleet racing. Full members receive a membership card, the 1993 issue of the J/30 Journal, and are able to participate in J/30 racing at all levels. Full members also receive all other Class Association mailings.

Full Membership + \$25

Associate Members

Associate members are entitled to the J/30 Journal, and all other Class Association mailings. This class of membership is not available to owners.

Associate Membership • \$10

Name		
Address		
	State Zip	
Phone H ()	W ()	
Yacht Name	Home Port	
Sail Number	Hull Number	
Yacht Club	District	

Make check (\$20 Full or \$10 Associate) payable to J/30 Class Association.

Mail to:

J/30 Class Association

P.O. Box 247 Riverside, NJ 08075

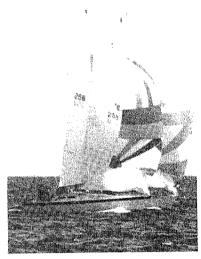
The strength of the J/30 Class depends on the support of its members, as does any one-design class. Its ability to underwrite class activities, communications, publications and lobbying efforts is based on membership dues and upon the volunteer efforts of its members.

If you are one who would ask what you get for your \$25, the answer is a return on your investment in your boat that far exceeds any other return you could hope to get for \$25. If you are not a boat owner and wish to support the class as an Associate Member and also receive the J/30 Journal, the membership fee is just \$10.

In either case, fill out the form and send it in with your dues.

Parting Shots . . .











Class officers and editors perfecting their racing techniques at the J/30 Journal Mid-Winters.

Sobstad



Sobstad Chesapeake

951 Bay Ridge Rd. Annapolis, MD. 21403

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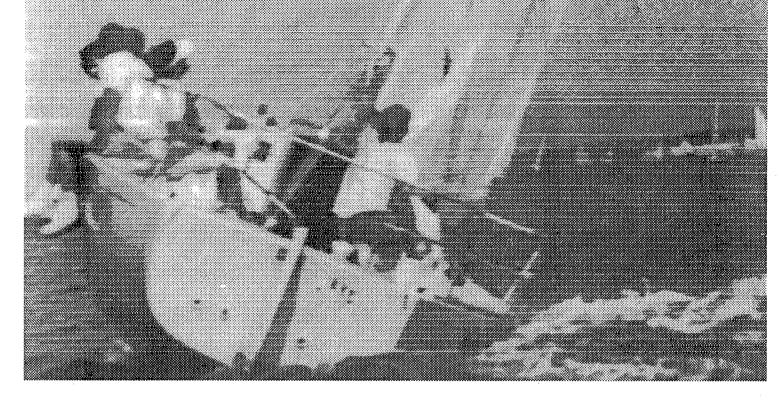
Other locations to Serve You Solomons (410) 326-2600 Hampton (804) 727-0750 Georgetown (410) 618-5112

Genesis

The Next Generation of High Performance Sails

We are delighted to welcome a familiar face to the J-30 class David Flynn . David has been involved in more winning J-30 efforts in the last ten years than any other sailmaker, making him a welcome addition to the SOBSTAD TEAM. 163 % Class Genoa \$ 1500.00 Genesis Membrane Guaranteed for Three Years

For The Most Important J-30 Race of the 1993 Season:



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You may not care that Doyle has been the leading developer of J-30 sails, or that boats using Doyle sails have won 5 North American Championships, or that 28 out of 39 boats in the super-competitive Chesapeake Bay Fleet use Doyle as their sailmaker. What you want is a sailmaker who cares about you. Who can bring the technology, experience, and know-how that powers the big winners to a level that counts, yours.

Talk to an expert who knows how to make your J-30 go. Call Scott Allan or Alan Drew. Ask for the Doyle J-30 Cookbook, a complete guide to tuning and trim, and for our J-30 crew organization guide.

