

30

JOURNAL

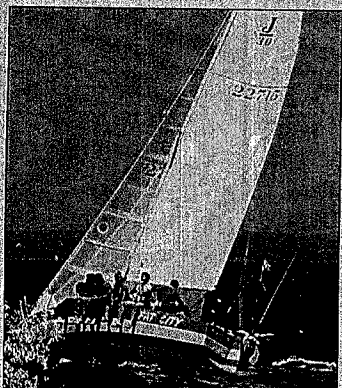
Volume 15 March 1995

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*Fat City wins
North Americans — 15*

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*Spinnaker Blew...
cover features Mike
's Gunsmoke on a wild
down the Chesapeake Bay in
the 1994 Governor's Cup.
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California and Northern New England are pending.



From the President

The 15th year of the J/30 class was another successful year. One-design activity is on the rise in just about all of our active districts. The Chesapeake Bay Fleet's 26 qualifiers for the season's High Point Championship was the largest of the one-design classes on the Chesapeake Bay!

Our North American Championships in Chicago featured a relatively small but diverse fleet of 13 boats. There were boats and crews from five districts and at least 10 states. The competition was tight; the top five boats were separated by only 2¼ points.

The quality of our boat was confirmed when I attended this year's Sail Expo in Atlantic City, NJ. I did not see any new boats in the 30-foot range which could compare with the J/30's combination of speed and comfort. You could get several J/30s for the price of just one of the new "one design" 30-footers!

Good luck to all of you in the coming season, and I look forward to seeing you at the 1995 North Americans in Bridgeport, CT.

Good luck and good sailing . . .

Terry Rapp
Terry Rapp, Class President



Steve Bardelman's Valhalla took top honors among 26 qualifiers in Chesapeake's High Point competition ... the season was intense, and brought out the best in J/30 one-design racing!

Letters

Surf the J/30 net

Membership or national class questions? You can now reach me via the internet at:

MUNZTM@IX.NETCOM.COM

Questions about rules? Mike McGuirk is also tuned into the internet. You can reach him with your questions, concerns or comments at:

70773,2301@COMPUSERVE.COM

If you're on the "net" and want to hook up with other J/30ers, include your internet address with your membership information this year!

Teri Munz

Nat'l Class Secretary • *Vivacious*

[Editor's Note: John Dallam of HotRod reports that he's been in touch with several J/30 enthusiasts via CompuServe.]

Creature comforts

I've finished my second season with Hull #207 (*Ricochet*). We have thoroughly enjoyed sailing the J/30 spending every weekend and vacation on the boat this year (approximately 65 days of our short season on the Great Lakes). We have also weekend raced the boat a little with some PHRF success.

I believe the J/30 makes a great cruising boat. We have equipped *Ricochet* for cruising with Furlex furling gear (I highly recommend over Harken), dodger, bimini, and side curtains. My wife and I have been in the

marine Canvas business for seven years. Fortunately, my full-time employment allows us plenty of time in summer for sailing.

We have come up with many ideas which provide creature comforts. One of the best has been 1½-in. closed-cell foam cockpit cushions covered with porous weave "pheffertex" (sic). These are unobtrusive and are left on (well secured) for racing.

Phil Sanders

Green Bay, WI • *Ricochet*

Looking for advice

Hello fellow J/30er ... As you can see by the following article (see page xx), I have recently joined the pack. As a neophyte I am seeking any and all advice/information on the boat, so if you feel the urge to share, I would love to hear from you.

I am currently going through the nightmare of deciding which new sails to buy and finding out what works and what doesn't... some of it is little things, like jam cleats that don't hold, others include trying to figure out how to make the traveler stop jamming when you release to the low side... considering windward sheeting cars...? And where is the best place to find Barient winch guts?

We have very few J/30s here in California, so I am appealing to you all on the East coast... since my boat is in the Caribbean, I hope to learn from the racing fleet without the specter of "competition".

If you or any of your crew are looking a racing vacation this spring, feel free to contact me... except for regattas which already chartered out, I will be racing with crews who I race with imported from California (Psychobetty, Arana, Wolfpa Taxidancer, Victoria) and would certainly find room for crew who are familiar with my boat... I am especially interested in hearing from women who would like to compete as an all women's crew for the Puerto Rico regatta CORT #1... I have Linda Elias (WOSA Champion) driving. Phone or fax me... (310) 398-1069.

Cynthia Ro

Marina del Rey, CA • *J.D.*

Answers, anyone?

[Editor's note: Steve wrote an article for this year's Journal (see page xx), and joined the class secretary Teri Munz for a J/30 sail while he was on the East Coast. He's been in touch with Teri several times since, and she forwarded this letter to the Journal.]

Thanks for your help and, of course, that sail on the Chesapeake last summer.

I do have a few other questions:

1) Have any boats had problems with the stock fuel filters? Most comparisons seem to recommend the Racor fuel/water separator. Do you know of people using a device? Do they use it in lieu of the filter or with it?

2) What is the part number of the bushings you recommended for the rudder gudgeons?

3) What is a good boarding ladder setup? We'd like to have something solid, but removable when we are not cruising.

4) Eventually we'd like a cockpit dodger. Have you seen any good ones for the J/30? How do they attach it without a coaming and with the primary winches so close to the bulkhead?

5) What autopilot works especially well with the J/30?

You'll keep hearing from me. Have a lot of fun out there.

Steve Cole

Seal Beach, CA • *Low and W.*

Classified

Boat for sale

Double Jeopardy: Hull #405, 1982, nine-time district champion in the Carolina's District, many excellent sails and extras. Seriously for sale. Contact Bill Raney at (910) 343-9460.

Caribbean Charters

Latitude 18° at Vessup Point Marina, bare boats, crew, term, day sailing charters. J/30s available. Contact Ron Arens, Yacht Management, 6501 Red Hook Plaza, Suite 88, St. Thomas, VI 00802, (800) 925-0315.

Notice of Race

The J/30 North Americans will be held in Bridgeport, CT, Sept. 8 - 10. Fayerweather and Black Rock Yacht Clubs will be co-hosting the event.

Where

Bridgeport is located approximately 60 miles east of New York City on Long Island Sound. The Yacht Clubs are within a ¼ mile of each other in Black Rock Harbor, directly across the Sound from Port Jefferson.

Out of Town Boats

Moorings and a few floating docks will be made available for out-of-town boats.

For those trailing their boats, you will be able to launch your boat and step your mast right at Fayerweather Yacht Club for a fee of \$70 (includes in and out). The launching and hauling dates and times will be limited. A detailed announcement will be sent out at a later date. Keep in mind that a high tide is necessary in order for you to launch your boat. There are also two commercial boat yards within five minutes of the clubs where arrangements can be made for launching.

Loaner Boats

Loaner boats will be made available upon request (Subject to qualification.) Please call me to notify me as soon as possible if you need a loaner.

Accommodations

Several hotels are available within a 5 to 7-mile area, however none are within walking distance. If you need transportation to and from the clubs and hotels, let me know and we will make arrangements for a ride.

Fayerweather Yacht Club has dinner available on Thursday night, and is open for lunch Tuesday through Sunday. Black Rock

Yacht Club also has kitchen facilities and (as of this writing) arrangements are being discussed for availability of dinners. Again, details will follow.

Committee

Ken Johnson, a previous J/30 owner, has offered to chair the committee. He has already lined up some impressive volunteers.

The Area

Believe it or not, Long Island Sound can have more wind than Chicago! The temperatures in September normally range be-

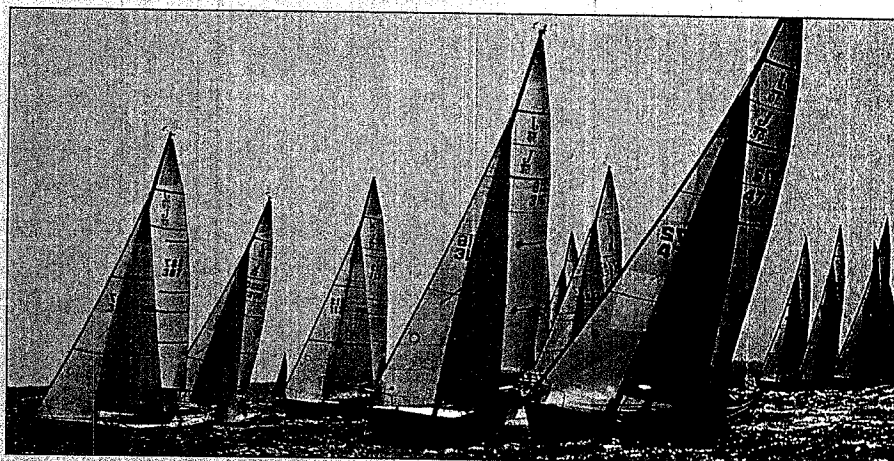
tween 70° and 75°, although we have been known to have 90° weekends, so bring those shorts! Water should be around 60°. Tides run about 6½ feet.

The city of Bridgeport is currently negotiating some major renovations which include the possibility of a gambling casino. Don't start saving your quarters, though — even if it happens, it won't be finished in time for our North Americans. Both Yacht Clubs are located in a portion of Bridgeport known as Black Rock. The area boasts many historical points and a beautiful seawall (St. Mary's by the Sea) which is within walking distance of both clubs.

See you in September!

We look forward to seeing a large turnout for the regatta, and will do everything we can to help make it run smoothly. If you have any questions or suggestions, please give me a call anytime. ❖

1995 North Americans



**Bridgeport, CT
Sept. 8, 9 & 10**

Co-Sponsored by:
Fayerweather Yacht Club
Black Rock Yacht Club

For information and details, contact:

John McArthur

1355 Nichols Ave. • Stratford, CT 06497

Evening: (203) 378-2489

Day: (203) 269-3317

Notice of Regatta

1995 J/30 Midwinter Championships

March 24-26 • Pontchartrain Yacht Club

Mandeville, LA (25 miles north of New Orleans)

For entry forms or information • Scott Tonguis (504) 282-3331

News

J/30 "Midwinters North" held atop Vermont Mountain

Twilight Zone's Gary and Kathy Swangler expanded their annual crew ski trip to include North American "loaner owners" from Chicago, and several fellow Chesapeake J/30 sailors.

The snow may not have been deep, and the weather was COLD!, but a great time was had by all. Just another opportunity to go fast, right? From the never-skied-before learners to the more advanced, everyone kicked back and enjoyed three days on the mountain (yes, someone rode the sled down to the lodge) ... and two nights of "post race" socializing.

Bill and Vivian Smith of *Awesome* (Chicago) travelled the farthest, and earned some sort of award for crashing (yes) with



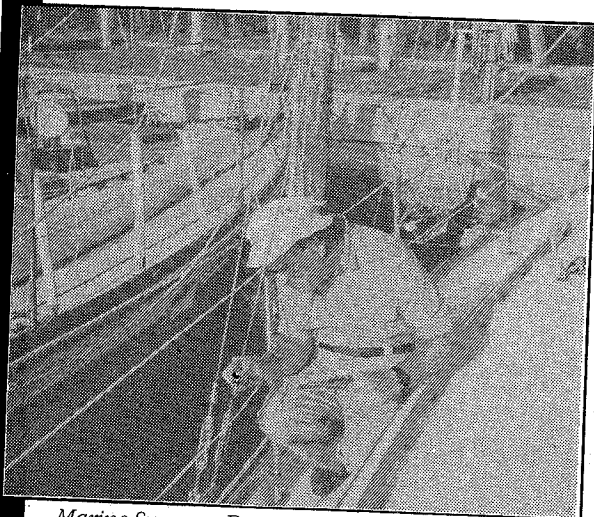
Twilight Zone's Gary and Kathy Swangler and their extended crew like to go fast any time of year. Mark your calendar to hit the slopes with fellow J/30ers next year!

each other. *Vivacious*, *Gunsmoke*, *Big Kahuna* and *UK Sails* were also represented.

Many thanks from all of us to the Swanglers! They organized a great J/30 midwinter event.

Mark your calendar to hit the slopes with fellow J/30ers next year! The Swanglers will be organizing a destination ... Super Bowl weekend, somewhere in Vermont. Watch for an update in a J/30 newsletter later this summer. ❖

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Marine Surveyor Don Andrews

Dear BOAT/U.S.,

I really appreciate BOAT/U.S. Marine Insurance providing a marine survey and inspection* of my boat as a service of your damage avoidance program. I have always taken pride in my boat, and cosmetically it looks like it just came from the factory. The survey, however, uncovered a number of potentially dangerous maintenance problems down below!

The boat recently went in for its annual haul and maintenance. Along with my own list, I gave the yard your surveyor's list of recommendations. I am complying with all of the "A" recommendations without exception. I will notify you when they are complete.

Thanks again BOAT/U.S. for providing another valuable service.

John B. Ross
Sarasota, Florida



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Pacific Northwest

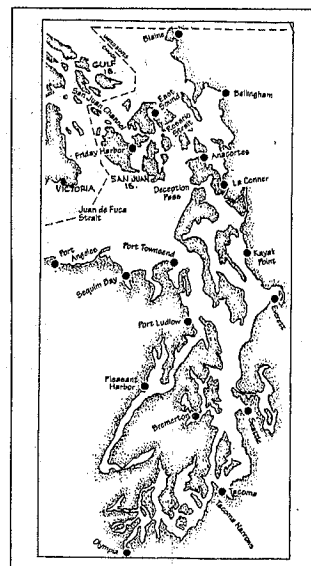
by Ned Papenfus, Anacortes, WA • Chinook Wind

Greetings! Anacortes is approximately 90 miles north of Seattle. It is commonly known as the gateway to the American San Juan Islands and the Canadian Gulf Islands. These islands are the destination for thousands of boaters every year. They consist of protected coves, interesting towns, fine resorts, beautiful marine parks, great fishing areas and an ideal climate. The wildlife in the islands is also very impressive. A boater is likely to see whales, porpoise, sea lions, seals, otter, eagles, herons and many other kinds of marine species and birds.

All of the racing programs in the Anacortes area are conducted by the Anacortes Yacht Club, and most races are run under the PHRF rules. Because of the mild climate, the races are held 10 months of the year.

Currently, there are three J/30s in this area (that I am aware of): Natural High (hull #95), Shaula (hull #293), and my Chinook Wind (hull #355).

Within 25 miles of Anacortes is Victoria, British Columbia. Two well-known races originate from there: The Victoria to Maui Race and the Swiftsure Race.



Eastern Great Lakes

by Jim Enwright • Breakaway

As some of you may know, Skip Vielhauer has moved on to warmer climates. He sold *Frolic* and moved up to a J/35c which now bears the same name. He is missed by his fellow J/30 skippers, and has left a huge void in the competition we enjoy on Lake Ontario. This may only be temporary though, because when Skip gets bored of the cruising life, I believe the fleet will see him back on Lake Ontario on a J/30!

I spoke to him in October. He was in Annapolis, crewing on *Breakaway* while waiting for Florida's hurricane season to pass. His migratory route then had him headed for Key West and the Bahamas.

Thank you

On behalf of this district and the Oswego J/30 fleet, I want to sincerely thank Skip for his hard work and dedication to this organization. He renewed this district to a level of competition which, in my opinion, is now among the best on the Great Lakes. He did this through a relentless effort to network with Class Association officers, sailmakers, North American champions, J/Boat owners and manufacturers.

District championship

Congratulations to this year's District Champions: Jim Coleman and sailmaker Kirk Reynolds, co-owners of *Temerity*. This year's "districts" were held during the Eastern Yachting Circuit, and hosted by the Oswego Yacht Club. Eight boats participated in very shifty wind conditions — conditions which made it extremely difficult for skippers and crew, as well as race committee officials. Second place went to *Fat Chance*, skippered by Bill Waring of Oswego. Third place went to *Whitewash*, skippered by Roger and

District Championship

	Boat	Skipper	Races			Total
1st	<i>Temerity</i>	Coleman/Reynolds	3	2	.75	5.75
2nd	<i>Fat Chance</i>	Waring	.75	5	3	8.75
3rd	<i>Whitewash</i>	White	4	3	2	9.00
4th	<i>Katie</i>	Foley	6	.75	4	10.75
5th	<i>Breakaway</i>	Enwright	5	4	5	14.00
6th	<i>Copout</i>	Ryan	2	7	7	16.00
7th	<i>Crusader</i>	Mather	7	6	6	19.00
8th	<i>Talon</i>	Simmonds	8	8	8	24.00

Oswego Low Point

	Boat	Skipper	Spring	Smr	Fall	Total
1st	<i>Breakaway</i>	Enwright	2	2	3	28.25
2nd	<i>Copout</i>	Ryan	1	5	4	29.25
3rd	<i>Crusader</i>	Mather	3	6	1	30.50
4th	<i>Fat Chance</i>	Waring	5	4	2	36.50
5th	<i>Temerity</i>	Coleman/Reynolds	4	3	5	35.75
6th	<i>Talon</i>	Simmonds	6	1	6	53.50

Brad White of Watertown. *Katie*, skippered by Mike Foley of Sodus Bay Yacht Club, finished an impressive fourth.

At Oswego Yacht Club

In local J/30 action at the Oswego Yacht Club, overall fleet champion was decided by a very close finish. *Breakaway*, skippered by Jim Enwright, edged out *Copout*, skippered by Tom Ryan, and *Crusader*, skippered by Dr. Joe Mather, for the low-point combined finish (three series of races). The above scores were posted for each series finish.

Long Island Sound

by John McArthur • Smiles

We reintroduced the Fleet Champion ships this season in the Long Island district. Three events and nine races were sailed, and competition came down to a "match race" between *Blitz* and *Smiles*.

The first event was the Port Jefferson Harbor Cup, hosted in June by the Port Jefferson Yacht Club. Because of unusually light air, only two races were run: Damian Emery on *Blitz* won the first, followed by John McArthur on *Smiles*, Seth Shepard on *Dow Jones II*, and Bill Trainer on *Garuda II*. A long delay between races took its toll — *Dow Jones II*, faced with a long motor home and a foul current, headed home. With the sun setting, the breeze finally filled in and the committee set a short course. With a long starting line and only three J/30s left, all three collided at the start! With one boat doing circles and the other sitting in bad air, *Smiles* got away to a big lead. *Garuda II* and *Blitz* took a big bite out of *Smiles*' early lead by going right, but *Smiles* established an inside overlap at the leeward mark and held onto her lead for the single beat to the finish.

Next on the championship schedule was the Long Island District North American Qualifiers, hosted by Fayerweather and Black Rock Yacht Clubs in July. This was the first opportunity for J/30 sailors to see the 1995 North American committee in action. The wind was a typical late July

breeze, five to eight knots, shifting through 100° — trying times for the race committee, but they stood the test. All three scheduled races were sailed.

Carl Sherter sailed *Fat City* on every puff and shift to take the first race, then came back for a second bullet in race two. His handling downwind was awesome ... 15 years sailing in the class could have something to do with it! *Blitz* claimed second in both races, so race three had *Fat City* and *Blitz* battling for a trip to Chicago to represent the district at the North Americans.

The district was well represented at the Fall Regattas with a turnout of seven J/30s ...

Sherter was content to cover Emery, which allowed *Stark Terror* and *Smiles* to take first and second in the last race. Sherter won the regatta by ½ point, though, and headed to Chicago ... to win the North American title. He has paid his 1995 J/30 class dues, and the Long Island Sound District hopes to see him defend his North American title when we host the North Americans this year!

Blitz and *Smiles* were tied for the lead as they went into the final championship event

North American Qualifiers

1	<i>Fat City</i>	Carl Sherter	6.50
2	<i>Blitz</i>	Damian Emery	7.00
3	<i>Stark Terror</i>	Bill Jorch	7.75

District Fleet Championship

1	<i>Blitz</i>	Damian Emery
2	<i>Smiles</i>	John McArthur
3	<i>Fat City</i>	Carl Sherter

— the Northport Sprint Series, hosted by the Northport Yacht Club, September 10-11. The regatta was favored with good breeze and great racing ... and this is the same weekend for this year's North Americans on Long Island Sound.

Blitz won the start of the first race and led the whole way, then horizoned the class in 14-16 knots of breeze in race two. *Smiles* was second in both races (even after hitting a leeward mark and doing her turns in race two ... all of which the committee had on tape). This meant *Smiles* had to win both races Sunday. She passed *Blitz* on the second windward leg of the first race and held the lead in a dying wind (only two of the three other boats finished).

With plenty of wind everywhere on the Sound except the race course, the committee waited for the wind to fill in. *Bebe* and *Skimmer* elected not to wait for the wind, leaving "a match race" between *Blitz* and *Smiles* for the championship. The breeze came in at 14 knots, *Blitz* won the start and covered *Smiles* with perfect match racing technique to win the race and the championship.

With a long starting line and only three J/30s left, all three collided at the start!

The district was well represented at the Fall Regattas with a turnout of seven J/30s for the Manhasset Bay Fall Series. It is good to see some new faces in the district and with good races, the class should continue its resurgence on Long Island Sound. ❖

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Southern New England

by Ron Carr • BrouHaHa

The 1994 sailing season proved to be a very busy year for J/30s in Southern New England. In Wednesday night beer can racing, we had *BrouHaHa* and *Sundance* battling it out at the Tiverton Yacht Club while six other J/30s went bow-to-bow at the Bristol Yacht Club.

*... J/30 mania
is resulting in a net gain
of J/30 racers!*

The fleet championship went to the best finisher out of six different regattas held throughout the year. *BrouHaHa* and her crew continued to show winning form as they won four of the six regattas, while also placing either first or second in PHRF class scoring. *Sundance*, owned by Mike Alves,

was second with a win at Mahosa and the Buzzard's Bay Regatta. *More Good News*, owned by John Howell, was third for Fleet 13.

Action and transactions

The J/30 *Lola* has found a new home in our area. We got word that the boat was purchased from Andy Noyes by Jim DelBonis. Jim has already informed me that we will be seeing him out on the race course!

Several other J/30 transactions have recently taken place in our area. This J/30 mania is resulting in a net gain of J/30 racers! Narragansett Bay Yachting Association is setting up to give us our own start if we can get six or more boats signed up for a one-design class. We have already rounded up six, and have more in the wings. This could be one of the best years for J/30s in

1994 Results

	Boat	Skipper
1st	<i>BrouHaHa</i>	Ron Carr
2nd	<i>Sundance</i>	Michael Alves
3rd	<i>More Good News</i>	John Howell

Narragansett Bay since 1987 when this area hosted the North Americans in Newport, Rhode Island.

Congratulations to Carl Sherter and crew of *Fat City* on a job well done in Chicago. We met up with this gang at the 1992 NAs. They are a great bunch to flood a hotel lobby with ... keep on swimming *Fat City*! Thanks also to Margo Haberlin from *Hot Air III* for her update on the Chicago party scene. The pizza place sounded like something my crew and I could have sunk our teeth into! ♦

Gulf Coast Year in Review

by Scott Tonguis & Joe Bishop

The 1994 sailing season for the Gulf Coast J/30s started with the Midwinter Championships. The five-race series was held Feb. 4 - 6, at New Orleans Yacht Club. Although the turnout was slightly lower than what event organizers had originally

anticipated, the quality of racing didn't suffer. Going into the last day of racing, *Grits* and *Zephyr* were within ¼ point of each other. The wind for the final race had subsided to 5 knots, while seas flattened. All competitors knew these weather conditions would require a great deal of concentration and patience. Scott Tonguis and his crew aboard *Zephyr* sailed on to win race #5, successfully defending his 1993 title. Joe Bishop aboard *Grits* finished the race third to capture second place honors. Third place honors went to Robert Santopadre on *Coaster*.

J/30s Represent Yacht Clubs

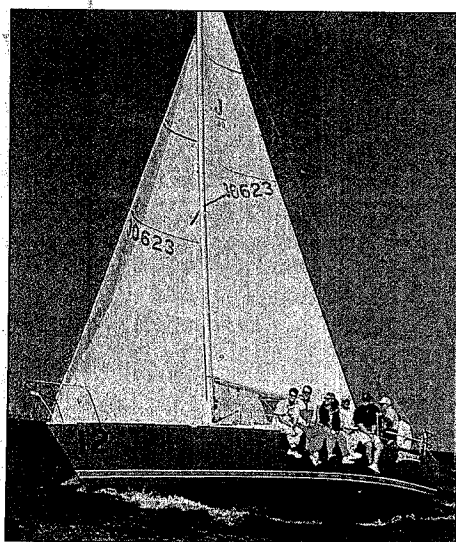
The GYA Challenge Cup is a PHRF regatta designed to have yacht clubs race one another for the off-shore championship. Every yacht club in the GYA sends one boat per PHRF class. Little did anyone know that the outcome of the regatta would rest squarely on the shoulders of two J/30s sailing in PHRF "C". In race #1 of the three-race series, *Coaster* (Southern Yacht Club)

1994 LPRC Results

1	<i>Zephyr</i>	Scott Tonguis	4.25
2	<i>Grits</i>	Joe Bishop	7.50
3	<i>Jackpot</i>	Hans Albert	14.00
4	<i>Coaster</i>	Robert Santopadre	15.00
5	<i>Jalepeno</i>	Stirling/Buhler	16.00

1995 Sugar Bowl

1	<i>Zephyr</i>	Scott Tonguis	3.5
2	<i>Coaster</i>	Robert Santopadre	7.0
3	<i>Grits</i>	Joe Bishop	11.0



Zephyr continued her winning style this year.

and *Zephyr* (New Orleans Yacht Club) were involved in a collision at the leeward mark. After a two-hour debate, the protest committee found in favor of *Zephyr*, and New Orleans Yacht Club went on to win the regatta. • **WAIT • Not So Fast!** • After an appeal process which took over seven months, US Sailing reversed the decision of the protest committee. *Coaster* was reinstated while *Zephyr* was disqualified from.

(Continued next page.)

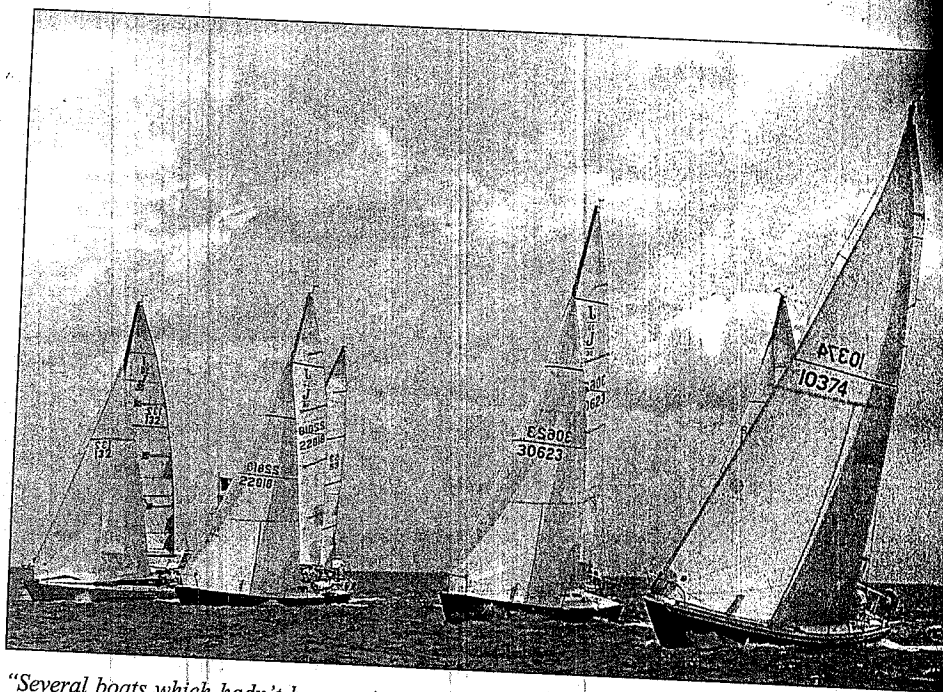
Gulf Coast cont'd. ...

race #1. As a result of the appeal, Southern Yacht Club was declared the Challenge Cup winner. On a more pleasant note, there were a total of five J/30s sailing in the regatta. This was the most J/30s ever to sail in this event.

... several boats got on a plane and stayed there as a phosphorus bow spray lit the way.

The annual Gulfport to Pensacola Race is one of the oldest races in the country. The 104-nautical-mile course starts at Gulfport, then out around Ship Island and finishes at the Pensacola sea buoy. Over 100 yachts make the trek each June. The J/30s turned out in force with eight J/30s entering the race. Starting at noon on Friday, the first leg was a genoa power reach. The second and final leg was a broad spinnaker reach. The wind, brisk all day, really picked up as the sun said good night and good luck. After passing the Mobile sea buoy, several boats got on a plane and stayed there as a phosphorus bow spray lit the way. **Grits** crossed the finish line 12 hours and 15 minutes after starting to capture first place. **Coaster** and **Jackpot** finished minutes behind **Grits** for second and third place. The NHRA could take lessons from the J/30 jockeys.

The Lake Pontchartrain Racing Circuit, hosted by the four yacht clubs located on the lake, celebrated its 10th anniversary in 1994. The LPRC, which includes two distance



"Several boats which hadn't been active in 1994 are now buying new sails and repairing old bottoms," reports district governor Scott Tonguis. This year's J/30 roster includes 28 boats and 15 national class members ... enthusiasm in J/30 circles is strong!

races and three buoy races, draws over 100 yachts to the event. As the J/30 activity in the Gulf Coast area continues to grow, a separate class for the J/30s and other yachts with the same PHRF rating (135) was offered for the first time. Seven J/30s and two Pearson Flyers answered the starting gun. Conditions ranged from gear buster to drifter — what a surprise on Lake Pontchartrain. **Zephyr** demonstrated her usual consistent performance to win the five-race series.

Enthusiasm leads into 1995

A meeting of J/30 owners and crew was held in early October to promote participa-

tion in the LPRC and discuss plans and goals for 1995. The primary goals for 1995 are PARTICIPATION and FUN. With the success of the 1994 LPRC, many owners suddenly had a renewed interest in the class. Several boats which hadn't been active in 1994 are now buying new sails and repairing old bottoms in an effort to be more competitive in the new year.

With a new emphasis on having fun, 1995 got off to a great start when seven J/30s sailed as a one-design start in the Sugar Bowl Regatta. The three-race series was held over the New Years weekend. Although many were suffering from New Year festivities, all seven boats managed to sail the modified gold cup.

The top three boats included **Coaster**, who along with the rest of the fleet, continued to climb the performance curve. **Coaster** and several newcomers to the class are expected to challenge **Zephyr's** dominance during the coming season. Results of the regatta follow.

The new year will also bring a new J/30 to the district: Porcher Miles of New Orleans purchased a boat from Chicago which will be named **Pogo**. The J/30 class would also like to welcome Ken Buhler and Terri Stirling who purchased a local boat named **Jalapeno**. ❖

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Chesapeake Bay Fleet

by Bob Rutsch • BeBop

Close competition has become the hallmark of the Chesapeake Bay Fleet. After Labor Day, having completed 17 races with six remaining, a half dozen boats were still in serious contention for the season championship. *Valhalla*, with Steve Bardelman at the helm, finished strongly in the stretch to win the title, but it was still in question during the final race. Were it not for premature starts as the season ended, first and second runners-up *Gunsmoke* and *Better Mousetrap* could have each won the title.

The High-Point Percentage System was used to score 23 races held between May and October. The addition of a third throw-out, one for every six races, helped to increase participation. Among 29 boats competing during the 1994 season, eight started 16 or more races. Eleven different boats won at least one event and 16 finished in the top three. Consistency earned silver and bragging rights for the top finishers. *Gunsmoke* started every race. *Better Mousetrap* sailed in 20 events and finished in the money without counting a single first place finish toward High-Point. *Cannonball*, *Blue Moon*, and *Turbo Duck* rounded out the top six for the season honors.

NA Qualifier Series

Twilight Zone topped *Better Mousetrap* by a quarter point to win the fleet's North American Championship Qualifier Series. Going into the final race of the best-four-of-seven series, Gary and Kathy Swangler's crew had built a three-point lead over *Valhalla* with a first in the Leukemia Cup and finishes of 2-3-4. *Better Mousetrap* had a chance to win as they led in the Ted Osius Memorial Regatta, but *Jackrabbit* slipped past downwind. *Valhalla* won the NASS Spring Race and finished third for the series. Other individual race winners included *Summer* in the St. Brendan Cup and *Turbo Duck* in the Sailing Club of the Chesapeake's Spring Race. 1993 North American Champ *Cannonball* won the second race of the Leukemia Cup and finished fourth for the series just ahead of *Blue Moon*. *Gunsmoke* topped the Annapolis Yacht Club's Spring Race and was sixth for the series.

Twilight Zone earned a loaner boat at the North Americans in Chicago, drawing *Awesome*, hull 232, owned by Bill and Vivian Smith. *Sea Biscuit*, also representing the Chesapeake at the NA's, finished second. Dorsey and Gail Owings pulled their boat to Chicago on a home-built trailer. *Sea Biscuit* was standing in

second when leader *Zephyr* PMS'd the final race. Unfortunately, they were also over early, but returned to restart and recovered to hold their position. Though generally in the middle of the pack, the *Twilight Zone* team won the fifth and final race.

Distance Challenge Cup

The Chesapeake Bay Fleet commissioned a new perpetual trophy, the Distance Challenge Cup, to promote traditional point-to-point racing on the Bay. These events provide a good contrast to the bulk of our fleet racing, typically six-mile "sausages" sailed in the Bay off the mouth of the Severn River. J/30's, after all, are racer/cruisers, not day sailers. An important but often overlooked component in these contests are the post race rendezvous, raft ups and social activities that foster class unity.

Among the seven events designated for the series were four races over two weekends destined for Maryland's lovely Eastern Shore, and a race to Baltimore harbor. There were both light and brisk breezes for

High Point Winners

1	<i>Valhalla</i>	Steve Bardelman	0.7619
2	<i>Gunsmoke</i>	Mike McGuirk	0.7467
3	<i>Better Mousetrap</i>	Putnam/Grealy	0.7210
4	<i>Blue Moon</i>	Jim Ellis	0.7205
5	<i>Cannonball</i>	Bill Wallop	0.7023
6	<i>Turbo Duck</i>	Bodo VonDerWense	0.6957
7	<i>Twilight Zone</i>	Gary Swangler	0.6667
8	<i>Jackrabbit</i>	Cullen/Engle/Johnson	0.5884
9	<i>Vivacious</i>	Bill Munz	0.6525
10	<i>Jaguar</i>	Al Schreitmueeller	0.6135

the dash from Annapolis to St. Michael's and back over Memorial Day Weekend. *Cannonball* survived eight hours of zephyrs to win Saturday. *Gunsmoke* overtook *Vivacious* on the final leg in better wind during the return on Sunday, finishing the 17-mile course in three hours. In the Fall, *Tiger* bested *Encounter* in the Oxford Race on a course that was shortened at both the start and finish for lack of breeze. *Twilight Zone* picked up a victory in the Hammond Memorial race back by being in the right place at the right time. Finally, *Better Mousetrap* won the Harbor Cup to Fells Point, mastering the tricky winds of Baltimore harbor.

Fleet's mettle tested

The Distance Challenge series' and season's most exciting racing occurred as *Cannonball* and *Gunsmoke* dueled it out in the Bay's two premier distance events: the 55-miler to Solomon's Island on the Patuxent River, and the 70-mile marathon to St. Mary's on the Potomac River. Both are scheduled for Friday evenings to take advantage of cooler temperatures. This year each was held in atypically tough conditions for mid-summer. Boats and crew were pushed to their limits.

Several days of unstable weather combined with a 10-20 knot breeze on the nose, generated a wicked chop for the 14th running of the Solomon's Island Invitational. "It was not quite a gear buster, but we were pretty sore when it was done," noted *Gunsmoke* skipper Mike McGuirk.

(Continued next page.)

Notable 1994 numbers

Starting at least one race	29
Average starters.....	17.7
Starting 15 or more races	10
Winning at least one race	11
Among top three	
in at least one race	16
One-design races	23
Newsletter circulation	140

Governor's Cup ...

Death rolls, spectacular broaches, 14.7 knots

We read a sustained 14.7 on the knot meter at one point," declared Alan Drew, who was aboard leader (and second-place finisher) *Gunsmoke*. "After a while, 13.5 felt like nothing."

J/30's performed death rolls and spectacular broaches. "You had two choices,"

"After a while, 13.5 felt like nothing."

maintained *Better Mousetrap*'s

Bob Putnam.

"Err on the side

of heading up,

sail above the

rhumb line, then

have to jibe back — or sail by the lee with the risk of broaching."

Inevitably, the breeze took its toll. On *Turbo Duck*, the traveler car broke during a jibe, and a Harken block failed under the extreme sheet load. Finally, Bodo Von Der Wense recounted, "We ran right into the back of a wave and blew the chute out." After the hours of intense driving, he went below and had a beer.

Aboard *Blue Moon*, skipper Jim Ellis reported, "We caught a wave from the quarter, I pulled hard on the tiller and there was pretty good pressure, then a loud noise and no pressure." As *Blue*

Moon jibed and broached to windward, Ellis looked back. "There was nothing south of the water line." The crew quickly let loose the spin halyard and dropped sails. Then they lashed together the spinnaker pole, a hatch cover and the tiller to steer. After a couple hours without progress toward a safe refuge, they called for assistance. "Tow Jam" arrived two hours later; it took four hours to tow *Blue Moon* to port. Ellis, an executive at Boat US, is now a testimonial to their towing insurance — it only cost him the \$50 deductible for a \$900 tow.

The leaders stayed on the rhumb line and kept their spinnakers up well into the night — generally until they blew out. *Cannonball* broached and tore their chute near Calvert Cliffs, but found they were nearly as fast and more dead-downwind after poling out their genoa wing-on-wing. *Gunsmoke* was left, performing chicken jibes: douse, jibe and reset. Near the lighthouse at Point No Point, they did an all-standing pole-in-the-water jibe. Before recovering control, they jibed back, the chute exploding as they spun out to weather. *Cannonball* slipped past and into the lead.

Chesapeake cont'd. ...

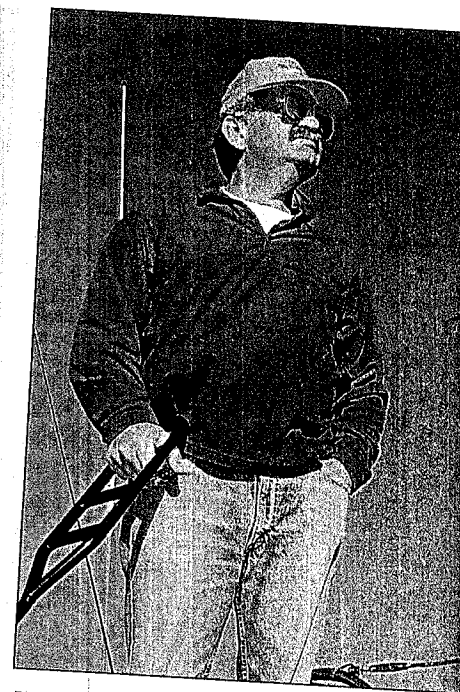
Gunsmoke recovered from a poor first leg, rolled past the fleet during the night, then held off *Cannonball* at the finish. In a tight battle for third, *Blue Moon* nipped *Better Mousetrap* who had initiated an early morning tacking duel during the final leg.

Two weeks later, a cold front roared through Annapolis prior to the start of the Governor's Cup, bringing torrential rain that subsided at the gun. The tempestuous northerly resulted in the fastest finish in the Cup's 21-year history. Spinnakers were set at the start for the run down the Bay, and the breeze built to a steady 30 knots with higher gusts. Skippers sawed at their tillers for control as they surfed at speeds rarely encountered in a 30-foot monohull. (See sidebar for more details.)

The breeze moderated in the protected shores of the St. Mary's River for the beat to

the finish. Generally our fleet finishes this contest sometime between 9:00 AM and noon. *Cannonball* heard the cannon's report just before 3:00 AM, for an average speed better than 8 knots. *Gunsmoke* finished next, followed six minutes later by *Better Mousetrap*. Though no official records exist for the J/30 class, *Cannonball*'s 8:39:20 was undoubtedly the fastest ever. Using our PHRF handicap, that time corrected to second overall in the entire fleet of more than 200 boats—a remarkable performance.

Despite the heroics of *Gunsmoke* and *Cannonball*, it was *Better Mousetrap* who won the Distance Challenge Cup with a score of 2-3-4-3-6-6-1. Runner-up *Gunsmoke* suffered in the light air at Oxford, while *Cannonball* missed one race, dropping to third in the no-throw-out series.



Larry Christy of *Big Kahuna* was recently re-elected president of the Chesapeake Bay fleet.

Tight competition the norm

There was tight competition as *Blue Moon* and *Cannonball* traded the lead during Annapolis Yacht Club's Wednesday Night Series. *Blue Moon* topped their rivals in the first half by three quarters of a point, while *Cannonball* captured the second half by an even closer quarter point. *Tiger* took third in the first of the two seven-race series. *Vivacious* likewise finished third out of 12 starters in the follow-up, run between Independence and Labor Days.

Gunsmoke had three bullets in five races to capture the two-day Level Regatta. *Turbo Duck* took second with *Summer* getting the nod for third by a tie breaker over *Hot Rod*. Racing was postponed each day until the sea breeze filled. The stifling heat and an absence of jellyfish prompted most competitors to chill out with a swim during the delay.

BeBop had to restart, but aided by a major wind shift, topped a 20 boat fleet in Annapolis Yacht Club's Summer Regatta. *BeBop* also won the Hospice Cup, America's largest charity regatta. Up to that point the season had been a test of patience for the reigning High-Point champ. It took two months to obtain a replacement for *BeBop*'s mast which was damaged in a collision back in May.

A team made up of **BeBop**, **Better Mousetrap** and **Blue Moon** successfully defended the Chesapeake team title in the Cruising One-Design or "COD" Bucket. Five three-boat teams from the Alberg 30, Cal 25, Pearson 30, J/24, and J/30 classes started in that order on a pursuit basis, using PHRF handicaps.

Race Week, Fall Series

Blue Moon topped an 18-boat fleet in the three-day Annapolis Race Week with finishes of 2-2-1-2. Four of five races were completed in conditions that ranged from a nor'easter one day to nothing but current the next. The fourth race was marred by a skimpy line that contributed to two general recalls, a number of collisions, and three boats still over early. A fifth race was started but abandoned after a long struggle. **BeBop** won the first two races but only managed to hold off **Summer** by 1.5 points for second in the regatta. **Jackrabbit** was fourth and **Better Mousetrap** fifth with a bullet in the fourth race, while **Turbo Duck** was sixth.

The Annapolis Yacht Club's Fall Series, held three successive weekends in October, brings out the best in our fleet year after year. There was plenty of action on the water and unfortunately also in the protest room. **Jackrabbit** suffered a torn spinnaker during a mishap as they battled for the lead in race 2. They were awarded redress which allowed them to nose out **Valhalla** by half a point for the series. **Blue Moon** won the first race, but finished deep after restarting the second. They got the nod in a tie breaker for third over **Jaguar** who was a big winner in the second race. Fifth for the series went

to **no respect**, followed by **Gunsmoke** who came back from a heartbreaking PMS to win the series' final race.

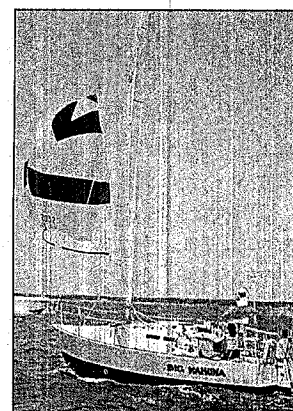
Awards banquet ends season

At our annual meeting and banquet in December, two special awards were presented in addition to those given to the season and series winners. The Fleet Captain's Trophy was presented to **Sea Meant**. Bill and Teri Munz of **Vivacious** were named Most Improved Boat — they moved up 14 places from last season's High-Point competition.



Awards Banquet Caps Competitive Year

Clockwise: Steve Bardelman (left) of **Valhalla** accepts the coveted High Point trophy from Bill Rutsch. • Teri Munz (center) of **Vivacious** claimed the "Most Improved Boat" honors. Alan Drew (left) represented sponsor UK Sailmakers. • Gary Swangler (right) of **Twilight Zone** headed to Chicago as winner of the North American Qualifier Series.



Big Kahuna and the shrunk spinnaker ... heading out for the Memorial Day cruise, a non-racing option for J/30ers on the Bay.

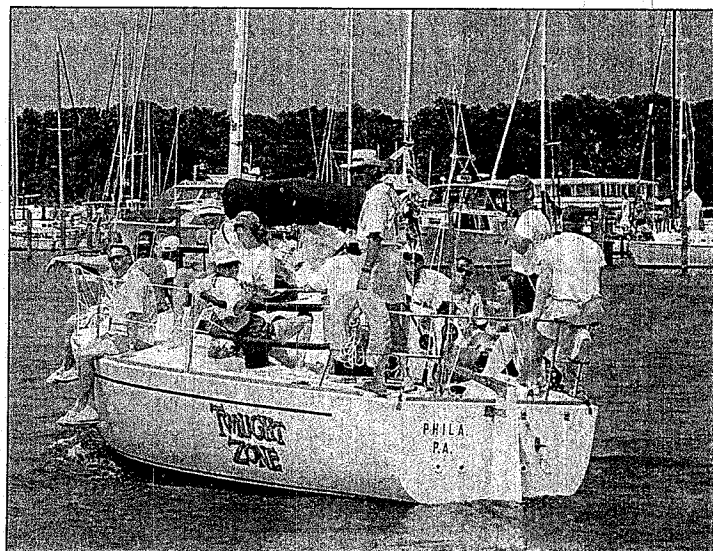
Fantastic newsletter ...

Many thanks to Bob Rutsch, editor of the Chesapeake Bay Fleet Newsletter!

He publishes an inspired and complete review of J/30 racing throughout the season ... to an audience that now includes some 140 J/30 enthusiasts in the Chesapeake area and across the country.

If you are not in the Chesapeake area, but would like to receive the newsletter, contact Bob Rutsch (see membership listing).

Keep the news coming, Bob!



Just how did the **Zone** win the NA Qualifier series? Someone better tell Gary about the 1,400-lb. weight limit! (Actually, the Swanglers were headed home after Northern Bay Race Week in 1993 ... several other crews hitched a ride.)

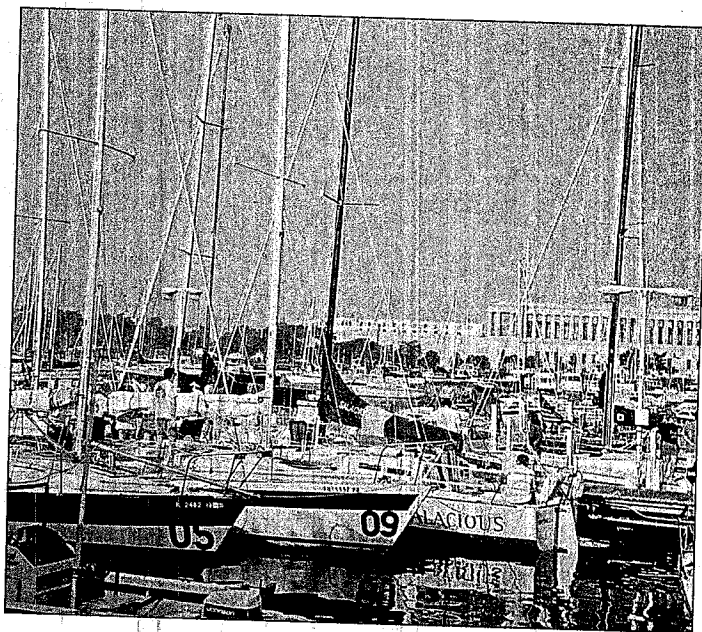
Western Great Lakes

by Dennis Bartley • Planxty

While the North Americans were certainly the focus of racing for the Western Great Lakes region this year, there was a bit more to the season. The Chicago NOOD kicked off racing this year (see below).

The Mac wasn't kind to J/30s this year. After an exciting first place finish last year by Tom Edman in *Pronto*, the best a J/30 did was mid-section. Up north in Waukegan, Dan Darrow continued his winning ways with a second place in the Queens Cup, and first in the PHRF Championships hosted by Waukegan Yacht Club. Across the lake, *Ricochet*, owned by Bob Cox, battled against T10s and a Sovereign 30 in Muskegon. Though they couldn't make it down to Chicago for the Nationals, we hope to see them here for the NOOD next year.

The Verve Cup, a three-day five-race regatta sponsored by Yachting and Chicago Yacht Club, had three J/30s sail against a whole bunch of S2 9.1s and a couple of other PHRF boats. With sections of boats ranging from Melges 24s up to Santa Cruz 70s all on the same course, mark roundings got to be a bit hairy — to say the least! (At one point, I had a Santa Cruz 50s chute draped around my head at a leeward mark!) While *Planxty* managed two bullets in section, *Speculator*, a 9.1 from South Haven,



The 1994 North Americans, hosted Burnham Park Yacht Club, Chicago, was the focus of this region's race season ... but there was plenty of other action as well, reports district governor and NA race chairman Dennis Bartley.

MI, sailed a more consistent regatta and managed to nip both *Pronto* (second) and *Planxty* (third).

J/30, the boat to beat

The nine active J/30s in Chicago do most of their racing in a PHRF fleet named MORF. *Planxty* (owned by my wife Kate and me) and *Pronto* (owned by Tom and Marilyn Edman) took first and second place in the fleet championship. And, for the fifth year

in a row(!), *Pronto* won the MORF Op sailing against much bigger boats (like MUMM 36s, Peterson 42s).

J/30s were the boat to beat on the Wednesday night Beer Can circuit with *Dicke* (Susan O'Neil skippering) taking first place at Burnham Park Yacht Club; *Circus* (Michael Bird) first at Columbia Yacht Club; a *Pronto* (guess who) first at Jackson Park.

All in all, it wasn't a bad season for Lake Michigan J/30s. ❖

The NOOD Regatta

by Tom Edman, *Pronto*

Chicago Yacht Club, June 10-12, was once again the locale for the National Offshore One-Design (NOOD) Regatta ... and the only chance for J/30 skippers and crews to enjoy non-handicapped racing during the regular season. The turnout this year was 10 boats, all previous participants in this event.

Sunny Skies and pleasant temperatures made up for generally light and sometimes fickle winds on the race course. The presence of 90 or so other racers added to or detracted from the J/30 fleet performance, depending on who was covering or blocking or rounding marks with whom!

NOOD Results

1	<i>Pronto</i>	Tom Edman	7.25
2	<i>Planxty</i>	Dennis Bartley	11.50
3	<i>Salacious</i>	Dan Darrow	13.00
4	<i>Dickens</i>	Dick Newman	21.00
5	<i>Second Wind</i>	Stephen King	29.00
6	<i>Hullabaloo</i>	Tex and Sue Hull	30.00
7	<i>Sociable</i>	Robert Arzbaecher	35.00
8	<i>Circus</i>	Michael Bird	36.00
9	<i>Painkiller</i>	Alice Martin	41.00
10	<i>Aslan</i>	John Knoepke	50.00

Friday ended with *Pronto* enjoying two come-from-behind bullets, and a three-way

tie for second between *Dickens*, *Planxty* and *Salacious*. Saturday saw *Planxty* (1,1) always in phase with the wind, *Salacious* (2,3) being consistent, *Dickens* (7,4) unhappy with the first race, and *Pronto* (3,2) starting out of sync with the fleet in both races.

For the fifth and final race, *Pronto* had a slim point lead over *Planxty*, but had to finish ahead to take the regatta. After following *Planxty* for three legs, *Pronto* took the lead for legs four, five and six, barely edging out *Salacious* at the finish line for the daily victory and the overall title. ❖

Fat City!

Long Island Crew Captures 15th Championship Title

Chicago, September 9-11, 1994

by Bob Rutsch • BeBop

Carl Sherter's *Fat City* edged *Sea Biscuit* by a quarter point to win the 15th annual J/30 North Americans, hosted by the Western Great Lakes fleet and the Burnham Park Yacht Club.

The regatta attracted 13 boats to the race site on Lake Michigan adjacent to downtown Chicago. More than half the competitors came from outside the Chicago area. Three crews used loaner boats, including the winner on *Painkiller*, while two others trucked in for the event, one each from Annapolis and New Orleans.

Entering the final race of five, Scott Tonguis' *Zephyr* (representing New Orleans) had a 5½ point lead over *Sea Biscuit*. That meant a finish in the top six would lock up the series. Most skippers would have taken the conservative approach, but not Tonguis: *Zephyr* was the first boat to cross the finish line. Unfortunately, in trying to win a pin-end start, they had also been over the starting line before the gun went off.

"That left things on a bit of a sour note," admitted Tonguis by phone. "Otherwise it was a great regatta."

The door was open for Carl Sherter and *Fat City*. Sherter's crew held off a final charge from *Sea Biscuit*, who had also started prematurely but, after sailing upwind, returned to restart. *Sea Biscuit* passed four boats, but needed one more to win.

Yacht	Skipper	Home	1	2	3	4	5	Score
1 <i>Fat City /Painkiller</i>	Sherter	Connecticut	1	3	4	6	5	18.75
2 <i>Sea Biscuit</i>	Owings	Chesapeake	5	2	2	3	7	19.00
3 <i>Zephyr</i>	Tonguis	New Orleans	3	1	1	2	14	20.50
4 <i>Planxty</i>	Bartley	Chicago	4	5	7	1	4	20.75
5 <i>Salacious</i>	Darrow	Waukegan	2	6	5	5	3	21.00
6 <i>Hot Air III/Circus</i>	Berg	Miami, FL	6	4	6	4	6	26.00
7 <i>Pronto</i>	Edman	Chicago	11	7	3	8	2	31.00
8 <i>Twilight Zone/Awesome</i>	Swangler	Chesapeake	8	8	8	7	1	31.75
9 <i>Hullabaloo</i>	Hull	Chicago	7	10	11	9	8	45.00
10 <i>Hush Gully/Aslan</i>	Sullivan	Lake City, MI	9	9	9	10	11	48.00
11 <i>Sociable</i>	Arzbaecher	Milwaukee	10	12	12	11	9	54.00
12 <i>Dickens</i>	Newman	Chicago	13	11	14	12	10	60.00
13 <i>Second Wind</i>	King	Chicago	12	14	10	13	12	61.00

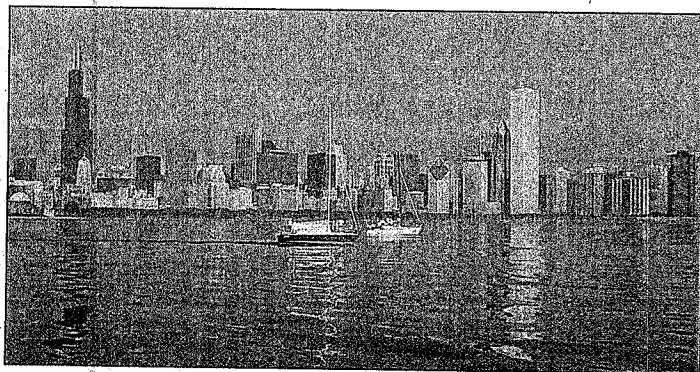
The final race was won by Gary Swangler's Annapolis-based *Twilight Zone* on loaner *Awesome*. Unfortunately, Swangler's team didn't fair as well in the light air. "Gary did an incredible job of driving," raved tactician Alan Drew. "We hit the shifts, did everything right, but kept losing boats."

Divers worked hard on *Awesome* prior to the start, but nothing short of hauling would have given their boat a smooth bottom. On the other hand, Kathy Swangler said the owners couldn't have been more gracious. "We installed a new headfoil, drilled holes, replaced blocks and cleats ... all without a problem," she noted. "We even sold our sails so we didn't have to haul them back."

"Conditions were gorgeous," noted class president Terry Rapp, who hitched a ride on local competitor *Hullabaloo*. "The breeze was up and down from 2-12 knots. Bill Gladstone was on the race committee, which did a great job setting short windward-leeward courses."

Rapp reminds everyone that the 1995 North American's have been scheduled for Black Rock Yacht Club, on the Connecticut side of Long Island Sound. See you there! ♦

Chicago's skyline provided the backdrop for the 1994 North Americans. Who would have guessed the waters of the "windy city" would look like this in September! Carl Sherter's *Fat City* crew prevailed in the five-race series. Details and stories told from the winners' perspectives follow.



The Home-Town Perspective

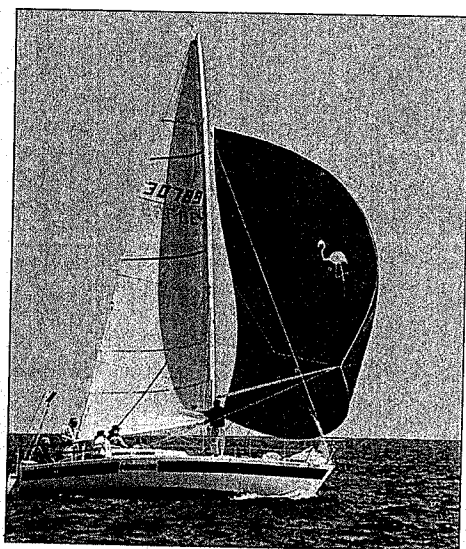
by Alice O. Martin, skipper and owner of *Painkiller* (loaner boat)

AVAST!" lamented the sailing warriors from Long Island Sound, Chesapeake Bay, New Orleans and Miami. "Is this really the Windy City? Chicago?!"

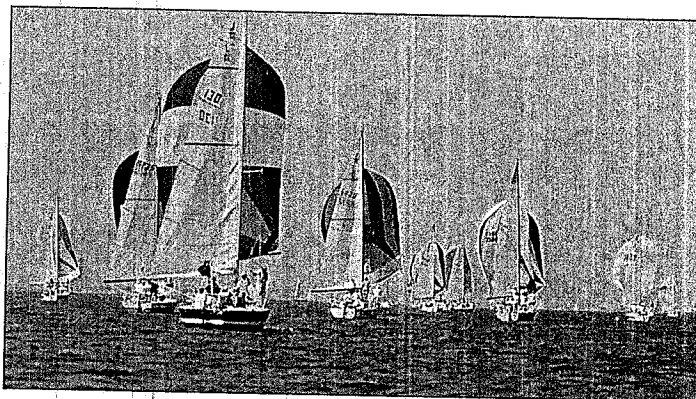
Caressed by balmy breezes and lolling on mirrorlike Lake Michigan, crew found shorts — not foul weather gear — the dress code for the 1994 J/30 North Americans.

Thursday at Burnham Yacht Club was a time for scouting competitors' rigging and sails. For the four Chicago "hybrid" boats that raced with "imported" crews and sails, and "local" owners (*Painkiller*, *Awesome*, *Circus*, *Aslan*), it was a time for massive evisceration to strip off extra weight. (The *Fat City* crew may have been a bit overzealous in pumping out *Painkiller's* head, but that is a story for another day.) Estimates of 1,500 lb. removed per boat were bandied about.

"Thar she blows!" arose the cry before the start of Race 1, but the cry was not to herald either the wind or the Race Committee ... but rather in response to the bagpipe tunes from *Hullabaloo*. (Evidently the weight of the bagpipes was not of concern to skipper Hull!) Pre-start entertainment was also provided by watching the bewitched boats sailing backwards. (Are there rules against starting stern first?)



Winning loaner boat *Painkiller* with the pink flamingo spinnaker of out-of-towner *Fat City*.



A fleet of 13 competed in Chicago — more than half them out-of-town. Three loaner boats hosted crews from Long Island, Annapolis and Florida. *Aslan* included a joint venture by several semi-local skippers.

Winning strategy

The overall strategy of *Fat City/Painkiller* was to focus on staying in clear air and determining the best response to wind shifts and velocity changes, rather than staying with the pack or copying the strategy of others. This led to a first place finish in Race 1, even though a less-than-optimal start left us in dirty air. Tacking away from the pack early for clear air and staying on the right side of the course resulted in a fairly straight line to the first mark and minimal tacking. Some other boats over stood the mark.

Fat City/Painkiller and *Zephyr* finished Friday tied with a first and third place finish each. At the Friday night pizza party organized by Dennis Bartley, a crew member from *Zephyr* prophesied final victory.

Race 3 was in the freshest breeze of the series, a pleasant southerly at about 12 knots. Unfortunately, the wind died going into Race 4. At the end of Saturday, the standings were *Zephyr*, *Sea Biscuit* and *Fat City/Painkiller*.

Down to the final wire

During the final race, all on *Fat City/Painkiller* held their collective breaths ... not only until hearing the gun signifying the finish line had been crossed first, but also until hearing *Sea Biscuit's* crew cheer us as winners! This confirmed that *Zephyr* had been over early at the start, an error never rectified. (*Sea Biscuit* was also over early, but realized this during the first windward leg, returned to the start, and followed with an impressive catchup to finish seventh.)



This *Hullabaloo* crew member tried beckoning wind gods.

In gratitude to the sea gods, the pink flamingoed spinnaker was hoisted on *Fat City/Painkiller* and toasting began ... to eat at midnight after visits to Columbia Yacht Club and the only steak house welcoming sailors still in racing attire (that's another story for another time!).

Back at Burnham after Race 5, Doris Owings, skipper of *Sea Biscuit*, demonstrated how to retrieve a \$20 bill from the end of a horizontal mast — celebrating the accomplishment by going swimming. The harbor water also welcomed winning skipper Carl Sherter and Dennis Bartley, skipper of *Planxty* who organized the North Americans and finished in fourth place.

Experiences of Chicago participants confirmed the collegiality of salt water and Great Lakes sailors, particularly on the hybrid boats. The *Twilight Zone* crew named *Awesome* "Awesome Zone" and the *Fat City* crew enjoyed drinking "Painkillers" made by yours truly. More joint ventures are planned. ❖

Carl Sherter and crew aboard the "real" *Fat City*. They captured North American gold on loaner boat *Painkiller* in Chicago.

From *Fat City's* Helm

by Carl Sherter • *Fat City*

At the end of the summer of 1993, my crew and I decided to campaign *Fat City* seriously and do as many one-design regattas as possible in 1994. *Fat City* was already pretty much race-ready since we had just had a bottom job done to rid the hull of blisters. The copolymer bottom paint we had professionally applied was so soft that it had been wiped off the bottom with a chamois. We removed the remaining paint and faired any problem spots. We had Milford Boat Works apply Baltoplate, followed by six hours of very careful wet sanding. Our sails were 1991 Shore sails that had been used regularly since purchase. They were a little tired, but with a little more prebend of the mast they still had very good shape. Our crew has sailed together for over 15 years. There are no professionals, but we know how to sail.

Cedar Point Yacht club has only seven J/30s and a race schedule of only 12 weekend and 14 Wednesday night races. We tried to get a one-design start at The NOOD in Newport, but we couldn't get the six boats required. We did as many extra speed and tune sessions as possible. We did well at the District 4 qualifiers, winning in light air with good boat speed.

On to Chicago for the North Americans! We needed sails. Tom Harrington, a good friend and former J/30 national president, came through with a loan of main and #1 from the sails he had made for the 1992 J/30 North Americans. These were North sails with only five days of racing on them, and we did not fly those sails prior to Chicago.

We used my 1991 Shore $\frac{3}{4}$ -oz. spinnaker. This sail was made of only $\frac{3}{4}$ -oz. fabric with a minimum of reinforcing overlaps to keep the sail as light as possible. It was little-used since our PHRF spinnaker is a .6-oz. We packed our van and 10 boxes of sails and gear, and went to the airport. When we started to unload the gear at the airport, the United Airlines head porter asked what was going on. We told him we were a famous sailing team and he should watch for us on ESPN the following Sunday. He was impressed and ushered us into a VIP area. I will have to use that tactic again in the future!

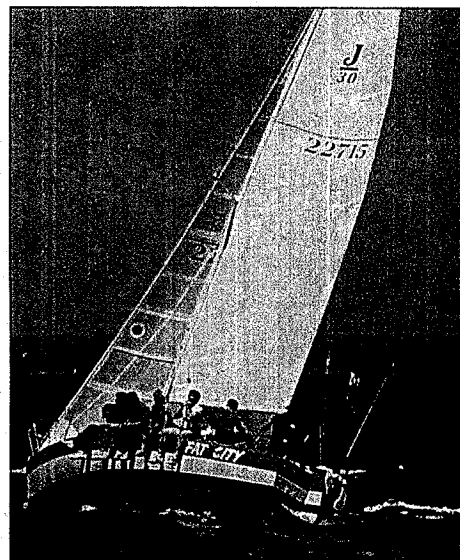
Painkiller, our borrowed boat, had not ever had a bottom fairing or templating. Owner Alice Martin had removed all of the bottom paint prior to the season, and the

boat's bottom had been cleaned to bare fiberglass a day or so prior.

Alice had just returned the boat from the MAC, and it was loaded with gear. We removed everything — and I mean everything — that could be legally removed. We spent a few hours making sure the mast was straight and the headstay length was maximized. On Thursday, we went sailing to try to match the mast prebend to our new sails. There was about 15 knots of wind with rather flat seas. These were not the best conditions for tuning, especially considering the light air and sloppy seas people kept telling us we were going to see.

We decided that *Painkiller's* traveler and backstay controls, and spinnaker halyard needed replacement. We purchased every small Harken block in stock in two Chicago

(Continued next page.)



Winning skipper Carl Sherter (displaying the trophy) surrounded by the winning *Fat City/Painkiller* crew. From left: Allen Bemus, John Etter, Alice Martin (loaner-boat owner), Carl, Tommy Etter, Dave Etter, Cloudy Snaith.

Fat City cont'd. ...

stores. We had no tools, and had only guessed at the length of the fasteners needed. What happened next was remarkable and best demonstrates the camaraderie of the J/30 fleet. All of the other J/30s around us lent us tools and hardware. We finished the job at about 11:30 p.m.

We arrived early on Friday, intending to try to get out as early as possible to get a feel for the boat and make last minute adjustments. We wanted to get an early start on wind and figured with any precision the "air" in Chicago.

We had an OK start in the first race. The first weather mark was a little to the right of where it should have been, and although the mark was visible from the starting line, a few boats over stood. *Painkiller's* boat speed was fine, and once in front where we could pick our wind shifts, we stayed in front and took the gun. The short windward-leeward courses kept all the boats close

together, and made for excellent competitive sailing. Our start in Race 2 was not good (pressure?). We bailed out early and took a third. A few things were readily apparent. *Zephyr* and *Sea Biscuit* had boat speed. Huge gains could be made downwind. We gybed on every significant shift and did whatever necessary to get to the inside of other boats.

On Saturday, we decided to change the top batten to a stiffer batten — what a mistake! The sail wasn't faster, and every time we tacked or gybed the top of the sail hung up on the backstay. Our "No Unnecessary Weight" program meant that the softer batten was in the van. We started to ride each other — something we never do. Luckily, our downwind speed and tactics saved us. We were in third place.

On Sunday, we had our favorite batten back in, and we knew what we had to do to try to save a second. *Zephyr* had to almost sink for us to win. The starting line was their

death knoll. *Zephyr* and *Sea Biscuit* over early. *Zephyr* didn't return and we had to beat *Sea Biscuit* and keep one boat between us. *Sea Biscuit* in c had blistering speed (they tell us they beat the beer early!). We finished at *Sea Biscuit* and watched as they beat *Circus* to win. When they crossed the finish line, *Sea Biscuit* cheered us cheer within minutes of crossing the line was typical of the class act called *Biscuit*.

My crew and I fondly remember C '94. (My wife claims I have told her this regatta over 10 times ... every have a few brews.) We particularly remember the people who participated, the race committee and protest committee as well as those who ran the regatta.

We invite all to race in Long Island Sound next fall. ... We will have our boat and new sails! ♦

North American Moments ...

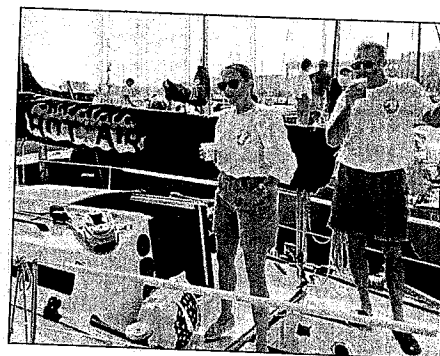
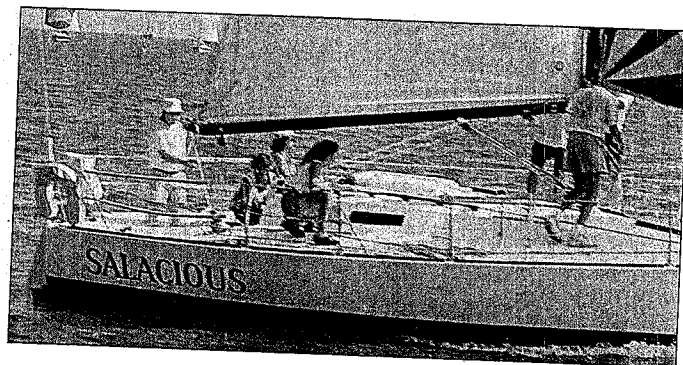
Dennis Bartley, organizer of the event, and Carl Sherter, owner of the winning *Fat City*.



Dorsey and Gail Owings (holding the trophy) trailered their boat from Maryland's Eastern Shore to Chicago. The *Sea Biscuit* crew captured second place ... and were within 1/4 point of the gold!



"TraderBill" Collins selling last year's T-shirt ... they said it couldn't be done!



Margo Haberlin of our of-towner *Hot Air* and "loaner owner" Mike Bird of *Circus*. *Hot Air* a regular at North American events, place sixth overall.

Dan Darrow's local *Salacious* finished fifth overall with consistent performance in all five races.

Planxy

Takes Race 4

by Dennis Bartley • Planxy

In Saturday's first race (Race 3 for the series), the wind was southerly, at about 12 knots. After a disastrous start in that earlier race, we spent the rest of it on the left side, trying to find some magical shift to move us up in the fleet. Anything that seemed to be happening was on the right instead.

After the lunch break (thank you Race Committee for allowing a little more time Saturday!), the wind was down significantly. The strategy for the Race 4 was simple ... go left again! It had to work eventually! Seriously, we did expect the wind to persistently back. No real local knowledge needed here: a dying wind will back due to Coriolis effects, so the left should have better pressure. The right side of the starting line was slightly favored. This time, however, we were a bit more conservative than in Race 3, and started further down the line.

As usual, there was plenty of action at mark roundings in Chicago — wind or no wind.



District Governor of the hosting region, author Dennis Bartley headed up the 1994 North Americans ... as well as representing the home team on the water.

His Planxy and crew took one first and placed fourth overall.

Salacious (Dan Darrow) got a slightly better start than us, just to leeward. They decided to tack to port, duck us, and head off to the right to stay with the rest of the fleet. In fact, most of the fleet seemed to head toward the right side. Perhaps they were conditioned by the first race? The only boat that eventually came out left with us was *Sea Biscuit*. As predicted, there was a persistent shift to the left. By the time we arrived at the windward mark, we were in first, with a reasonable lead over *Sea Biscuit*. The rest of the fleet was well behind and *Zephyr* (contenders for first place) nowhere to be seen.

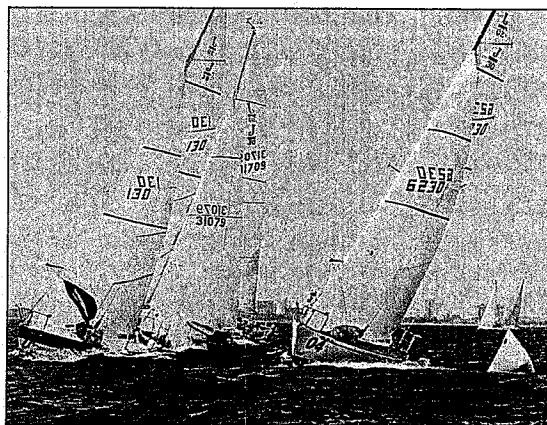
Because of the shift, the second leg was a starboard tack reach. We maintained our lead. For the next beat, the Race Committee changed the windward mark to the left (no surprise there). We tended to stay left and cover *Sea Biscuit*. Our position with her

was pretty much the same at the windward mark, but *Zephyr* came out of the right side in fourth place.

Third leg was a nice run. We lost a little ground to both *Sea Biscuit* and *Zephyr*, but still rounded the leeward mark ahead of them. The three of us went left again. For some reason, *Zephyr* tacked to port on a course that would put them passing close to leeward of a water-intake crib (a large building out in the lake). That's not usually a good idea here, though it didn't seem to effect them much. It was pretty obvious to us that *Zephyr* was just faster. We tried sticking the boat a little more, and that seemed to help our VMG. *Sea Biscuit* tacked over to port, and we stayed with *Zephyr* continuing left. We tacked again on the port layline with *Zephyr* dead astern. We rounded the mark first, and I believe *Sea Biscuit* was just astern of *Zephyr* this time. Heading off to the right at the end of the beat didn't help the *Biscuit*.

The final leg was again a nice run. We stayed to the right side, *Sea Biscuit* gybed to port, and *Zephyr* stayed with us. *Zephyr* finished 1:38 behind us with *Sea Biscuit* just on their stern.

The race was a whole lot easier for us to sail from the front of the fleet. The amazing thing is that *Zephyr* came from a long way back to place second. They were just awesome! ❖



AWESOME CHICAGO



A North American Experience for Twilight Zone

by Kathy Swangler • the Zone

We decided at last year's crew meeting to try to qualify to sail in Chicago at the North Americans. The crew made the decision to "Go for It" and put forth a dedicated effort to obtain this goal. Somehow, Bill Collins and I were nominated (coerced) to drive all the equipment to Chicago and back (13 hours one way!). I don't know how we agreed ... must have been a moment of weakness on our part.

When the time came, we totally stripped the *Twilight Zone* of gear, sails, tiller and various equipment of every conceivable form (just in case!) and PACKED the van to the roof. Bill and I managed to squeeze in the front seats, and off we went — Chicago bound!

The drive wasn't too bad, and we arrived in Chicago around 6:00 PM. The city's waterfront is beautiful, and I wasn't sure we would make it through the rush hour traffic unscathed as we did some major rubbernecking to take in the view. We stopped first at the Chicago Yacht Club (WOW!) to see if we could check out our loaner boat. Too many boats to find ours, so on to the Burnham Park Yacht Club to investigate that scene. Then on to the hotel. The porters groaned when they saw the load we had to move (we had most of the crew's bags, too), but we made it to the room and promptly got horizontal. Gary (Swangler) and Chuck Breuer arrived later, after taking a tour (via the subways) of Chicago. The doors never opened at their stop, so they took an extra ride.

Getting the boat ready

Thursday morning the three guys and I (all in one room ... gee, aren't I lucky!) awoke and off we went to find our boat. Gary and Bill motored our vessel *Awesome* over to Burnham Park Yacht Club, and we all climbed aboard for a look around before getting down to the business at hand. We decided that the owners of *Awesome* — whom we had yet to meet — must be all right once we saw the two cabinets full of liquor on board!

What little we did see of Chicago was impressive and left us wanting more time to explore.

We proceeded to unload all the unnecessary equipment (at least 500 lb. including two 2"x4"s?!) and placed it all on the front lawn of the yacht club. When owner Bill Smith arrived, it was all he could do to load the unusable items in his vehicle for a trip home. His car was even more packed than our van had been for the trip west! Needless to say, he was a might surprised at how much we unloaded. Boy, wasn't he glad he offered his boat as a loaner!!

[Editor's note: Vivian Smith notes that the "Zone" crew may have gone a little far when they off-loaded the toilet paper!]

Next step was to load all the *Twilight Zone* equipment on board. Then, after ask-

ing Bill's permission, we proceeded to drill holes in his boat to replace various cleats etc. We discovered the headstay was torn for the first three feet, so Alan Drew spent his afternoon on the phone locating a replacement ... then volunteered to pick it up at the Trailway bus station at 4:00 a.m. Friday morning and install it before the first race.

North Americans get underway

Burnham Park put on a very nice "welcome" dinner Thursday night, and afterwards the *Twilight Zone* crew got to know the fleet — and provide entertainment — by hawking T-shirts and belts from last year's North Americans. Yes, Bill Rutsch, we sold them all!

Friday morning, everyone arrived ready to race. We cast off and motored past the airport, through the runway (in the water, no less!), and out to the lake. We were expecting heavy air, cold weather and tense moments (this was the Windy City in September!), but the scene looked more like

Twilight Zone's Crew

Gary Swangler	at the helm
Kathy Swangler	The General
Alan Drew (UK)	tactician
Chuck Breuer	trimmer
Chris Jones	bow
Bill Collins	traitor
Bill Smith	loaner owner

our Chesapeake Bay in July: no air, calm water, and T-shirts-and-shorts attire. While we waited for the wind to arrive, we were entertained by a bagpipe serenade by one of the crew of *Hullabaloo*. The Wind God must have been listening, as he sent a faint breeze to get us started.

Great onshore experiences

That evening we set out to get a taste of our host city. J/30 sailors (seven long trestle tables full) gathered at the famous Connie's Pizza to enjoy some Chicago-style pizza. Once again the *Twilight Zone* team got the ball rolling by starting "The Wave" between the tables, then chants and challenges! Management wasn't too happy. After leaving Connie's, our loaner owners Bill and Vivian Smith took us to the Columbia Yacht Club. Housed in an old Ice Breaker, it was a spectacular yacht club setting.

We all had a great time in Chicago, sailing in different waters and making new friends from other parts of the country.

For all our "land travels", Alan Drew piloted us around in his "tank" provided by UK of Chicago. By the end of that first night, no one wanted to come near Alan's land yacht for fear of their life ... it was one hell of a ride!

After another light-air day Saturday (we did get two races in), we had a free evening. Crew member Chris Jones had a local friend who invited us all to dinner at her apartment and procured tickets for the comedy club Second City. It was a great time, and we thank Sue for her hospitality. What little we did see of Chicago was impressive and left us wanting more time to explore.

Finish with a gun

Sunday we arrived ready to sail again, and off we went to another light-air day of racing. Bill Collins, Chuck Breuer, Chris Jones, Bill Smith and I spent most of the race "below" to keep the boat moving ... with Alan Drew providing entertainment in the way of jokes.

When we arrived at each mark, we must have looked like moles popping out of the

mine and peeling off in a left/right movement (what precision!) to assume our positions. Gary did a remarkable job of steering his brains out to pull off a win in the series' last race ... did that ever feel good!!

We all had a great time in Chicago, sailing in different waters and making new

friends from other parts of the country. We especially want to thank the Smiths for being terrific "loaner owners" ... great people and new longtime friends. We hope to convince them to come to Annapolis to sail with us sometime in 1995! ❖

15th Anniversary North American Winners' Circle

1994	Fat City (Painkiller)	Carl Sherter, Waterbury, CT <i>Burnham Park Yacht Club • Chicago, IL • 13 boats</i>
1993	Cannonball	Dr. Bill Wallop, Annapolis, MD <i>Annapolis Yacht Club • Annapolis, MD • 34 boats</i>
1992	Houdini	Scott/Smith, Annapolis, MD <i>Cedar Point Yacht Club • Westport, CT • 21 boats</i>
1991	BouHaHa	Ron Carr, Taunton, MA <i>Hyannis Yacht Club • Hyannis, MA • 11 boats</i>
1990	BeBop	Bill Rutsch, Annapolis, MD <i>Annapolis Yacht Club • Annapolis, MD • 31 boats</i>
1989	BeBop	Aras/Rutsch, Annapolis, MD <i>Annapolis Yacht Club • Annapolis, MD • 27 boats</i>
1988	Hot Air III (Dire Wolf)	Dave Berg, Coral Gables, FL <i>American Yacht Club • Rye, NY • 21 boats</i>
1987	BeBop	Rutsch/Aras, Annapolis, MD <i>Newport Yacht Club • Newport, RI • 27 boats</i>
1986	BeBop	Rutsch/Aras, Annapolis, MD <i>Annapolis Yacht Club • Annapolis, MD</i>
1985	BeBop	Rutsch/Aras, Annapolis, MD <i>Annapolis Yacht Club • Annapolis, MD</i>
1984	Boadicea	Chuck Brown, St. Thomas, USVI <i>Cedar Point Yacht Club • Westport, CT • 23 boats</i>
1983	Boadicea	Chuck Brown, St. Thomas, USVI <i>Cedar Point Yacht Club • Westport, CT • 28 boats</i>
1982	Dolphin	Robbie Pierce, Newport, RI <i>Houston Yacht Club • Houston, TX • 10 boats</i>
1981	Ginch	Rod Johnstone, Stonington, CT <i>Newport Sailing Center • Newport, RI • 12 boats</i>
1980	Moody Blue	Rod Johnstone, Stonington, CT <i>Macatawa Bay Yacht Club • Holland, MI • 9 boats</i>

Prepare now to improve your performance next year!

Aim Low ... They're Riding Chickens

by Robert H. Breslin
UK Sailmakers

About the author:
Rob has been sailing for 20 years. His racing resume is deep, starting in the junior program of Narragansett Bay (where he was a three-time champion). Since college, Rob has been program director of J/World where he learned the fine arts of crew organization and patience on a sailboat. He has been with UK sailmakers in Annapolis for about a year.

No better time than the present" should be the catch phrase when preparing for the new season of J/30 racing. By focusing your attention now on gearing up for the spring, you will be in a position to win even before the first warning gun goes off.

No matter how great you are or how great you aren't, it is always necessary to keep your learning curve on the upswing. When your learning curve plateaus or levels off, boats will surely start to pass you, and we all know how frustrating that can be.

The question is: how do I go about improving my program? First, get a piece of paper and set benchmarks for improve-

ment. Second, create a realistic plan to achieve them. Make an honest appraisal of how you did during the 1994 season and create some new goals for 1995. For some this might mean trying to finish in the top half of the class, for others it may mean winning High Point or the North American. Whatever your goals, make them as realistic as possible.

Next, devise a race schedule and crew schedule based on your goals. Make your schedule realistic, send it off to your crew and create a solid team atmosphere that enables the crew to make plans that don't conflict with the program.



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Check List

- ✓ Set benchmarks for improvement.
- ✓ Create a realistic plan to achieve them.
- ✓ Devise a race schedule and crew list based on your goals
- ✓ Practice!
- ✓ Get input from the pros.
- ✓ Review needed repairs, maintenance, improvements.
- ✓ Keep a log of your races ... and use the information!

Practice! It has probably been a few months since your spinnaker saw the light of day. With winter's worst behind us and beautiful spring days ahead, get your crew out and start sailing. Pick an afternoon when you can go out and do as many tacks, gybes and mark roundings as you can stand. Remember, the trick to good sail handling is the timing and coordination of your crew. It doesn't take long to realize that the boats at the front of the pack typically have the best crews on their boat.

Another great source of expertise is your sailmaker. Ask him to come along on one of your practice days. Sailmakers can give great tips on how to best steer the boat (and that does not only mean with the tiller either). They can coach your trimmers on lead position, help coordinate weight placement and explain many techniques which will help make your boat sail faster than it has in the past.

Set a winning tone

As an owner you set the tone for the crew by how the boat is prepared. Crews, particularly the good crews, will work harder when they perceive that the owner is doing everything possible to win races and maintain the boat. As skipper, if you establish the mindset early for success, the rest of the team will surely follow.

Also, don't overlook appearances. The better the boat looks, the better the crew

will feel about the whole program (tasty lunches and good beer never hurt either). In the off season, try to get together as a team and discuss (and write down) what needs to be done to the boat in preparation for the racing season. Questions to ask include:

- How long has it been since the bottom was painted or faired?
- Are the halyards or sheets fraying? Do they need replacing?
- Have the winches been inspected and re-greased?
- Do some of the sails need to be recut or replaced?
- How can the boat be made lighter?

While we all wish we had an unlimited budget, we usually don't. Allocate your resources to the areas where you will see the greatest improvement in speed. You may also want to take a look at the boats who are winning races to see how they are set up. Frequently, rearranging the deck layout or making other moderate changes can have a

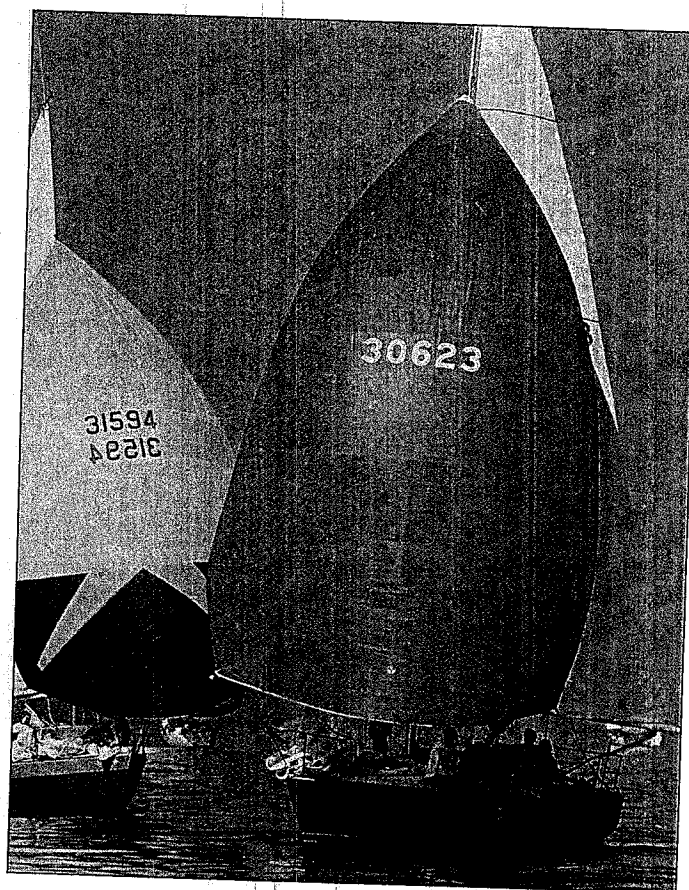
marked impact on increasing the performance of your boat.

Use log effectively

Finally, make an effort to keep a written log of your races. Write down the wind, current and weather conditions; favored side of the course on each leg; the names of the crew used that day and their positions; sails used; mistakes made during the race; and the finishing order of boats in your class. The very process of looking back on each race and committing these facts to paper will quickly help you find the strengths and weaknesses of your team. Done religiously, a sailing log will provide an excellent long-term source of information on wind patterns at different venues.

None of the above ideas are new, they just work. Setting specific goals and getting your efforts organized early-on will definitely put your racing program on the road to the winners circle.

Good luck this season!



"Crews will work harder when they perceive that the owner is doing everything possible to win races and maintain the boat," says the author.

Scott Tonguis follows much of the advice given here to get winning performance from Zephyr, a leading boat in the Gulf Coast district.

Most sailors I know have changed boats several times. Not me. I'm one of those who gets comfortable with a good one and keeps it for years... 23 years with my Cal 24, *Zest*. However, my wife Nancy and I had to face the realization that a 24-footer is a four-person boat and our daughters wanted to take friends along when we cruised to Catalina Island. Further, the racing competition had been getting scarce for the older and slower boats. We had chartered a Hunter 30 in the San Juan Islands a few years ago and felt the size, if not the boat, was perfect. Looking for a racer/cruiser that suited our taste wasn't as easy as we had thought, and we were pleased when a good friend suggested that we look for a J/30, a rare boat in Southern California, but one he had seen sailing in the East. We did find one in our marina, liked what we saw, and began a search along the coast for one for sale. Ultimately, we were able to acquire a very clean 1980 model, hull #218, which had been actively raced in Dana Point. That was just after Christmas 1993.

What a year this has been! Being a perfectionist, I've been trying to accomplish in months what had taken years in *Zest*. Now named *Love & War* (love = cruising, war = racing), our J/30 has been the object of much attention in her new home port, Alamitos Bay, Long Beach. It has been a very rewarding year, too, as we and our competition have seen that this is a thoroughbred. We have enjoyed racing successes, great cruises, and considerable admiration from those who were not previously familiar with the J/30.

We can attribute much of our progress to a well-considered plan to learn, maintain, and improve the boat, keeping in mind the need to balance our efforts among the various uses we desired. Having been essentially the Cal 24 Association for years, i.e., the source of all information for other owners, I have now found myself doing all the asking. By reading available information and talking to other owners, I've learned quite a bit about the J/30 in a short time. Our priorities have served us well, and may offer suggestions to others who have newly joined the fleet.

Top priority went to the engine. It appeared to be operating adequately, but there were no records, a few odd quirks, and the

potential for economic disaster. Oil and the thermostat were changed, all zincs, filters and belts replaced, and everything cleaned and the paint touched up. We even had the fuel tank emptied and cleaned. I installed an hour meter to keep track of regular maintenance items in the log. Starting and stopping the engine had been difficult, but the

problem turned out to be nothing worse than a loose clamp on the throttle cable jacket. The only persistent problem has been an annoying failure to pump cooling water when operating at low RPM. I quickly found that taking the engine out of gear and revving to a high RPM for a few moments would restore the flow, but completely elimi-

That First Year

Getting a Used J/30 to a First-Rate Starting Point

by Steve Cole, Seal Beach, CA • Love & War

❖
"Except for the new aluminum panels at the nav station and foot rests in the cockpit," says author Steve Cole in his cover letter, "I really haven't yet 'created' anything for the boat. Mostly, I've been getting everything to a first-rate starting point."

Steve, relatively new owner of *Love and War*, joined Bill and Teri Munz on *Vivacious* in Annapolis this past summer. Teri was convinced other J/30 owners/sailors would enjoy hearing Steve's tale of improvements and modifications.



Author Steve Cole and family aboard *Love and War*. He's spent the last year bringing the old *Chubasco II* up to racing snuff. "My wife Nancy is an avid racer, too," he says, "and our 13-year-old Betsy is just starting to acknowledge that the racing is fun. She has been in the yacht club's junior program for five summers. Seven-year-old Katy tolerates the sailing because she has to."

nating the recurrence has been tough. Consulting with the Yanmar dealer several times has led me to believe that somehow the water pump is able to suck air into the line through a crack in a hose or some other break in the seal, even though there is no water leak. This is the only unresolved issue as I write this article, though I may have corrected it by recently replacing the cork seal at the top of the water strainer.

For speed

The next priority was boat speed. The sails were mostly tired, but we also knew from the prepurchase survey that the bottom was rough. It made no sense at all to buy new sails and have them wear out while dragging that bottom, so we hauled out and had the old bottom paint blasted off. With West System epoxy and a lot of longboard sanding we were able to get the bottom nearly perfectly faired. New paint was sprayed and then burnished with 600 grit wet and dry sandpaper for baby-bottom smoothness.

Since we were hemorrhaging money by this time, there was no way we could buy a new suit of sails. The sailmaker who had made all of the sails for the original owner went out with us and we hoisted everything in the inventory. The three #1 genoas, one Mylar and two Kevlar, were obviously about to go, but the other headsails were pretty good, probably because there's not much wind in Dana Point to ever require them! We decided to go with them until forced to buy something new. The Kevlar mainsail was dead, but the original Dacron wasn't bad at all. With a recut and the longer battens salvaged from the Kevlar main we had a sail which would serve us another year or so. The spinnakers, one .5 oz. and one .75 oz., were both old. During this year the .5 oz. has pretty much disqualified itself from further use. With all of the patches we've had to add, its weight must be approaching .75 oz. by now! We're seriously considering a .6 oz. polyester spinnaker for this year. As it turned out, we destroyed both Kevlar genoas by about their third use, and the Mylar one fell apart in May. Under duress, we purchased a new all-purpose #1 of Dacron with Kevlar reinforcement threads woven in. No sooner had we done so, than we had the opportunity to buy a light #1 Dacron 162% which had been used for one North Americans in 1981. It looked good,

so we bought it and had the sailmaker cut it down to a PHRF 155%. Suddenly, we were in good shape for headsails.

Instruments, rigging

The instruments were marginal, but would have to do for a while. I replaced the windpoint vane, and adjusted everything as best I could. I do like a slick nav station, even if there weren't many electronics to fill it. I fabricated an aluminum panel to cover the storage pocket next to the electrical panel. Painted a similar satin black and given a white stripe around the perimeter, it matches perfectly with the stock electrical panel. I installed a VHF radio and an automobile stereo in the new panel. The Loran is on the shelf above, with a pivot so it can be turned to be more visible from the cockpit when desired. I installed the hour meter and a cigarette lighter outlet in the wood between the two panels. The stereo speakers are in the aft side of the forward two cabinets behind the settees.

There were a few problems in the cockpit and around the running rigging. The one short foot support on each side of the cockpit was inadequate; we kept having too many feet fight for too little space. I made new teak supports with the same profile to run from just behind the traveler to the lazarette on each side. The sheet stoppers for the halyards were first-generation models with a vicious vertical handle and a major problem to disengage. New clutches (I chose Antal) were a big hit with the crew. The purchase on the outhaul and flattening reef had been worked out by someone unclear of the concept, and an hour's rerigging made those controls much more effective. Others may differ on this one: controls which had been led to the cockpit (outhaul, cunningham, and flattening reef) were brought back to the mast as originally designed. I didn't want that many reasons for crew to be in the cockpit, and folks posted near the mast need something to do. The standard single tripline for the spinnaker pole ends was revised to provide separate trip lines for each end, a change which eliminated a prime cause of fumbled end-for-end jibes. That cold stainless steel tiller extension was improved with bicycle handlebar tape. In the future, we are planning to replace the traveler with a Harken windward sheeting model.

Weak spots resolved

The running lights on the pulpit were damaged Perko units. I replaced them with inexpensive and far more effective Aqua Signal lights. The steaming light was working only erratically. After checking the various possibilities, I found the problem in one of the very few J/30 design lapses. The wiring harness from the electrical panel is spliced to the mast wiring right under the head, where the knotmeter transducer is located. Whenever the unit is removed, you can count on some saltwater splashing onto the connections. I cut the corroded wires back to clean wire, reconnected them with a barrel connector, taped them tightly, and sealed the whole connection in liquid insulation.

*We have enjoyed racing
successes, great cruises, and
considerable admiration from
those who were not
previously familiar with the
J/30.*

Unfortunately, the hatches are another design weakness. They leak, and the supports are easily breakable. I have recaulked the edges of the transparent panels and reseated all of the screws in silicone. I also resealed all of the windows.

This winter's heavy rains here in California have revealed other leaks, too. Apparently, the lifeline stanchions nearest the aft end of the cabin get pushed as people on the dock guide us in and out of the slip. The backing plates under the deck do not anticipate force inward on the stanchions, and not only have they moved around enough to break the bedding seal, but the deck surface is cracking. I have fabricated some clear polycarbonate (Lexan or equal) plates to go between the stanchion base and the deck, with a couple of inches extension toward the center of the boat. This will not only cover over the damaged deck, but will significantly lessen the concentrated force which caused the deck cracks. The polycarbonate is very strong, has some slight flex to spread the load, and obviously cannot corrode in any way. Time will tell how well it resists the effects of UV from the sun.

(Continued next page.)

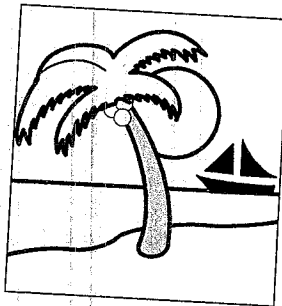
First Year cont'd

In the interior, we have refinished much of the woodwork, including the grab handles and the long rails below the windows which have had moisture damage. The galley pump required rebuilding with the manufacturer's kit, as did the head pump. An upcoming project is to build a removable filler panel and cushion for the cutout in the V-berth. This boat never had a table, and we've decided for now that we enjoy the spacious interior so much that we'd rather not clutter it with a table. Never having had one in the past, we aren't missing anything.

Race-ready

Not the least important by any means has been the crew development. We have all read the articles from past *J/30* *Journal* issues and tried the ideas ourselves. We have had to look beyond the few available crew we needed for the Cal 24. There have been a few who never quite seemed to grasp the immediacy of the needed actions or the continuing focus necessary for racing. We have had others who possessed all of the necessary talent, but who in one way or another didn't mesh with the core group. It has been a major concern of ours to have a "fun" boat to be on. We try to explain our actions and keep shouting to a minimum. With the good breezes we usually enjoy in the Long Beach area, we like to have seven people aboard for races. They do not all have to be hot racers, but at least five of them should be regulars. We still need to add a couple more regulars to maintain that ratio for all of the races on our calendar.

We have now arrived at the point where everything except the log (and possibly the engine cooling water) function perfectly. We can go to the dock with confidence that *Love & War* is ready for a race around the buoys or a cruise to the island. There are specific projects yet to be worked out: a removable boarding ladder, barber haulers and other fine rigging ideas I observed on Annapolis boats, bushings for the rudder gudgeons, and upgraded instruments. Sails, as we all know, are a never-ending process. ❖



A J/30 in Paradise

by Cynthia Ross, California and US Virgin Islands

The trip to Red Hook

One of the selling features of the delivery to its new home — being to sail the boat back up through the chain probably added to the purchase price. We left Prickly Bay just as Caribbean, making clearing out at customs a possible task. Our next island was Carriacou where the celebration was on with geance. Known for its wooden boat Carriacou was inundated by all the folk boats, including the traditional whaling sloops down from Bequia. entered the anchorage we had a print of them all sailing for the leeward just another rock in the bay. We did anchor close in at the beach and ashore (my boat didn't come with a car for West Indian BBQ and a little dance in the streets.

I bought the J/30 sight unseen. Imagine, a dinghy you could live on.

Having made the decision to save of the lower Grenadines for future cruises we were up at o'dark thirty and headed for Bequia. We watched the sun rise and cruised up through these islands, and my first taste of the J/30 in wind. Long wind. I was soaked to the skin, reefing main and changing down headsails... grinning from ear to ear. All this from a whose sailing resume emphatically says "I don't do Foredeck".

I had a FAX that some of my girlfriends were cruising on the *Windstar*, and as sailed into Admiralty Bay we spun around her at anchor and tried to make radio contact. We were informed that everyone was ashore and they would get our message. We anchored in plain sight, hoisted string of battle flags (being from California).

It was strictly belligerence, but the next time it was going to be my boat... After two winters cruising in Mexico, and about 14,000 miles of open ocean sailing, two racing seasons in the Caribbean convinced me that this was where I wanted to sail my own vessel.

Being a pirate at heart, I began scouting for DEA seizures and bank repos... with only a vague idea of the sort of boat that I wanted to end up with. I had spent a lot of time sailing big boats and knew exactly what I couldn't afford — I wanted something I could use as a home away from home, but I still had this overwhelming urge to go fast. I bought the J/30 sight unseen. Imagine, a dinghy you could live on.

I would never have considered such a move without the help and coaching of Ron Arens, at Latitude 18 Charters in Red Hook, St. Thomas. After losing all the J/24s out of his fleet to HUGO, he decided that the J/30 was the boat to add for performance day sailing, regattas, and charterers who won't settle for "piggish" sailing.

He scouted the islands this year and found two... he bought one and I convinced the owner in Grenada that he really did want to sell the other one to me. She was sitting in the yard at Spice Island Marine, collecting rainwater and looking sadly in need of some serious TLC. I'm certain now that he never really intended to sell the boat; as the negotiations continued she got a face-lift including new awlgrip paint, blister work and bottom paint, new hatches, compass, stanchions... by the time I flew down to Grenada we were ready to go sailing. Well almost. The owner had raced her the previous weekend and was ready to tell me to go back to California. I was very lucky to be dealing with a man of his word, and convinced him that he would be able to fly up to St. Thomas and sail the boat again in the future.

I knew they would recognize a TRANSPAC flag) and armed with a hand-held VHF, set off in search of a rum drink. Fortunately, this was not a difficult task, and the girls joined us for sunset drinks and dinner at the Gingerbread House.

The next few days we sailed along at a good clip, leaving anchorages before sunrise in order to enjoy the sunset at anchor that evening. It must have been our week for tacking through regattas; we pulled into Fort de France just as a huge fleet of what looked like sailing canoes came screaming past. On shore we had a chance to watch their tacking technique up close on the Martinique version of ESPN; hiking out meant sitting on a pole extended off the side, and adding more weight to the rail was accomplished by dragging your feet.

St. Barts being without question my favorite island, we headed straight for a cheeseburger in paradise at Le Select. I'm sure the burgers have changed since Mr. Buffet wrote the song, although I haven't been one of the fortunate ones to catch him here at this infamous hangout to ask him.

We started the next day early with coffee and fresh croissants, pan du chocolat for me. Tied off at the dock, we spent a relaxing day wandering around town, buying french



Author Cynthia Ross (she's the one with the smile) bought J Doe sight unseen, then sailed her "home" through the Caribbean Islands. When she's not earning a living on the West Coast as a photojournalist, Cynthia will be racing her J/30 in paradise.

wines and color coordinated jib sheets... the priorities, of course.

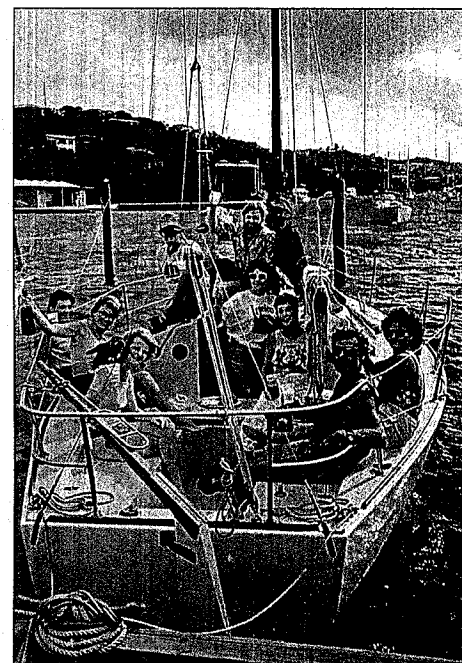
We took a quick hop to St. Maarten, then started off across the Anegada passage, entering the Sir Francis Drake Channel late in the afternoon. We got the sails set wing 'n wing and opened one of those french wines, enjoying the British Virgin Islands as they slid by.

We arrived back in Red Hook after dark, so it was quite a surprise to show up at the Wednesday night beer can race... we missed the start, corrected out by 34 seconds in first, and almost caught a J/29 boat for boat... hmmm, this could be addicting.

I was soon to find out that there are now nine J/30s in St. Thomas and there is a movement to get class racing established.

Want to charter a J/30?

Latitude 18 is the only Charter Fleet which provides bareboats for daysails and overnights to the other islands. The J/30 is



How many people can you fit on a J/30? This was the de-naming/re-naming celebration ... in paradise, of course.

an ideal size for this and provides an opportunity for vacationers at the resorts to "taste test" bareboating.

Both newly refurbished J/30s, as well as the "cruising" J/28C are available for cruising and racing in the US & British Virgin Islands. Regatta weeks include the St. Maarten Heineken Regatta, Antigua Sailing Week, the CORT series; Puerto Rico, BVI Spring Regatta, ROLEX. Some are already booked by J/30 owners who are packing up their sails and coming down to compete on a boat they know inside and out.

Contact Latitude 18 Yacht Charters (800-925-0315) for special promotional rates for J/Boat owners. ❖

