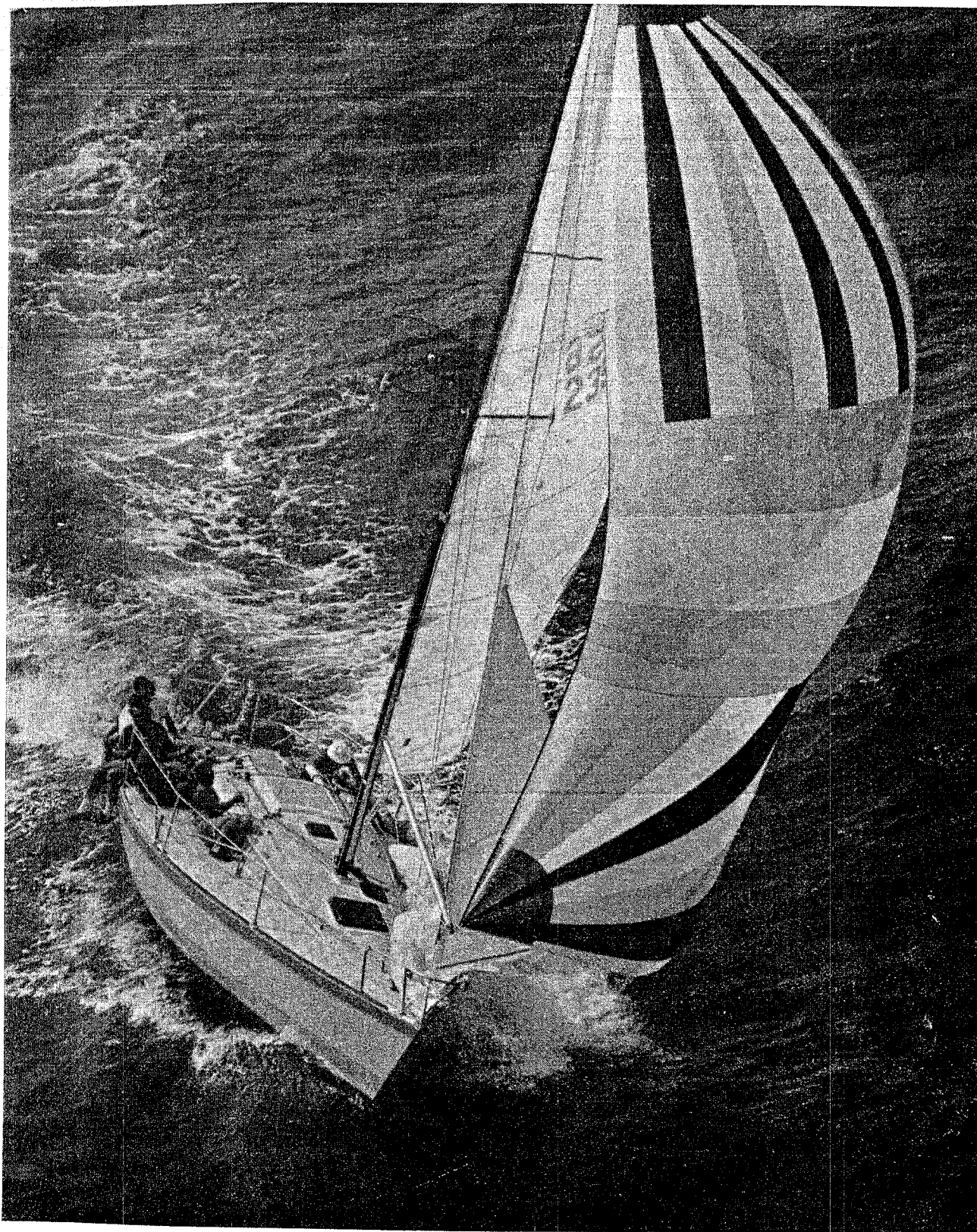


J[®]
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NEWS

No. 2

April 1981





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J/30 Class Organizes for '81

The North American J/30 Class Association had its first meeting of 1981 by conference call at 9:00 p.m., February 5, with the following Fleet representatives answering the roll call:

FLEET	LOCATION	REPRESENTATIVES
1	Holland, Michigan	Jim & Annie Stuursma
2	Marina Del Rey, California	Steve Curran
3	Lake Ontario	Dick DeMauriac
4	Western Long Island Sound	Peter Kelly
5	Puget Sound	Chuck Bailey
7	Eastern Long Island Sound	Rod Johnstone
8	Portland, Maine	Jan Pederson
10	Galveston Bay	Ken Davis
12	Massachusetts Bay	Fred deNapoli
13	Narragansett Bay	Robbie Pierce
14	Portland, Oregon	Scott Farleigh
15	San Francisco Bay	Don Trask & Bill Irwin
16	Pensacola, Florida	John Mathis
17	Atlantic City, New Jersey	Barbara Henry
18	Detroit, Michigan	Bob Scoville
19	Southeast Florida	Bob Royall

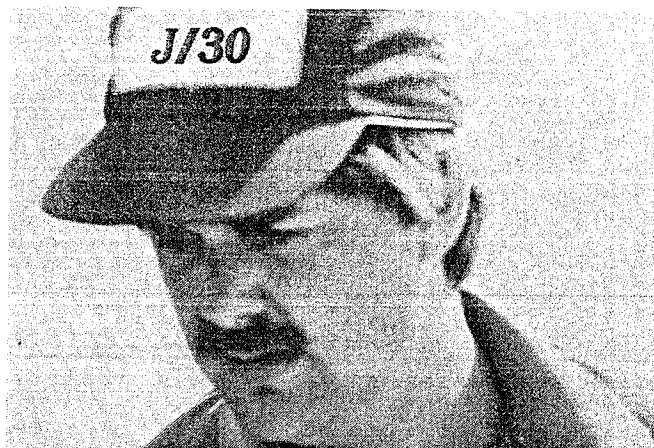
Rod Johnstone, who chaired the meeting, started out with a review of the status of the J/30, which he termed the fastest growing class of boats over twenty feet aside from the J/24. Production output is four boats per week (200 boats per year) with a sales backlog of almost five months. There will be 350 J/30s sailing by June.

J/30 One Design events during 1980 included a Key West Midwinter Championship in January (five boats), *Yachting's* Race Week at Block Island in June (22 boats), the Ida Lewis Invitational in July (16 boats), the first North American Championship at Holland, Michigan (nine boats), and the second Midwinter Championship on January 3-5, 1981, at Fort Lauderdale (14 boats).

Second on the agenda was the election of officers. Jim Stuursma was elected President of the North American J/30 Class Association and Ann Stuursma elected Secretary. Election in both cases was unanimous. At the same time the J/30 Class Association office was established at 2228 Elmwood



Ann Stuursma



Jim Stuursma

S.E., Grand Rapids, Michigan 49506. Telephone: (616) 452-0959.

Jim cited the growth and maturity of the J/30 class in the past year as well as a need for organization and communication. The owners who are winning the most in their J/30s are those who have sailed the boats the longest, so that increased communication and one-design events will inevitably accelerate the "learning curve" for new owners. He also stated that deviations from class rules should no longer be tolerated at one-design events, particularly the use of headsails which do not conform to class rules. There was general consensus on the point.

This led to a lengthy discussion of class rules which was dominated by the issue of whether Mylar genoas should be allowed for one-design racing. It was decided to defer this issue to discussion with the owners and delay a decision until the J/30 Annual Meeting scheduled for Thursday, October 15, at the St. Petersburg Yacht Club.

Other issues brought up for review were the use of various devices now prohibited by class rules such as Kevlar sheets and running backstays. Rod Johnstone voiced strong opposition to both the use of Kevlar sheets and running backstays for one-design racing and doubted the usefulness of runners as aids to upwind speed in any conditions.

Don Trask suggested that class rules would have to be changed to accommodate the new model Yanmar 15 hp engines being installed in J/30s starting in March of 1981. The new engines are lighter. The feeling was expressed that the rules should reflect this change. As long as draft marks are the major control for weights the minor difference would have no effect on performance.

Robbie Pierce suggested that the 1981 North American Championship be held at Newport, Rhode Island in conjunction with the Newport International Sailboat Show September 11, 12, and 13. This suggestion was approved pending the availability of at least ten boats from host Fleet 13.

It was agreed that the 1980 format would be followed. One-design events would be held around the country to determine a qualifier from any given area. That qualifier will take his own

(continued on page 4)

How to Obtain Handicap Ratings For Your J/30

Thanks to the cooperation of Ken Weller, Director of USYRU's Offshore Office, and Mark Vinbury, USYRU Chief Measurer, the J/30 received standard one-design ratings under both IOR and MHS handicapping systems. This means that J/30 owners may apply to USYRU for a standard rating under either rule without having to actually get the boat measured.

For IOR, submit to USYRU a copy of your J/30 one-design certificate filled out and signed by your J/30 Fleet measurer or an IOR measurer. Include a fifty dollar (\$50) fee payable to USYRU and send it to the USYRU Offshore Office, Goat Island, Newport, Rhode Island 02840. The same procedure is followed to obtain an MHS standard rating. Receipt of MHS standard ratings includes a requirement for placement of draft mark stickers on the hull by an approved USYRU measurer. If your boat already has a standard IOR certificate, you need only send in the fifty dollar fee with your request for the MHS certificate. You will then be sent the flotation mark stickers for the local measurer to install. You will also receive instructions for installing these stickers on your boat.

The Midget Ocean Racing Club (MORC) also has a class standard rating program for the J/30. Information can be obtained by applying to MORC, 21330 Center Ridge Road, Rocky River, Ohio 44116. You have to be a dues paying member of MORC in order to receive an official MORC rating for your boat. The standard rating is 27.0.

PHRF ratings are usually obtained by contacting your local handicapper and requesting a rating. This will normally be a member of your yacht club or local racing group.

J/30s Score Sweep in Kahlua Cup

Two J/30s took first and second in the PHRF A Division of the Fourth Annual Kahlua Cup — a 159 mile ocean race held off Florida's West Coast, November 2-3, 1980. Peter Hartleb, from Cape Coral, Florida, sailed to victory in *BLITZ*, finishing just four minutes behind the elapsed time winner — a Santana 35. Second on corrected time was Chuck Smalley in *IMPULSE*. Both J/30s sailed with a PHRF rating of 129.

The race began with a fifty mile beat followed by eighty-six miles of running and reaching with a final twenty-three mile beat to the finish. Winds averaged fifteen to thirty knots in good weather, allowing the leaders to sail the course in about twenty-eight hours. *BLITZ* and *IMPULSE* outran a class that included a variety of types such as Olson 38, Santa Cruz 33, Morgan 51, Irwin One Tons, a Morgan 36 and a Tartan 10. One hundred ten boats in the fleet sailed in three divisions: PHRF, IOR and MORC.

Hartleb credited his excellent crew for keeping the boat at full speed the whole time.

Class Meeting

(continued from page 3)

sails, and his own crew (except for one owner representative from the host club). The entire crew could be recruited from the host area. The helmsman must be a bona fide owner both during the qualifying event as well as the North Americans.

Jim Stuursma will coordinate the schedule for regional qualifying events with the goal of firming up a schedule by March 31, 1981.

A lengthy discussion on handicap racing followed with most of the talk directed toward the vagaries and inequities of PHRF.

Finally, the Annual Meeting for the J/30 Class was scheduled for October 15, 1981 at the St. Petersburg Yacht Club. This is just prior to the USYRU Fall Meeting at the same location giving the Class maximum potential for representation. A majority of the Fleet Representatives indicated a willingness to participate.

The J/30 Class Needs You!

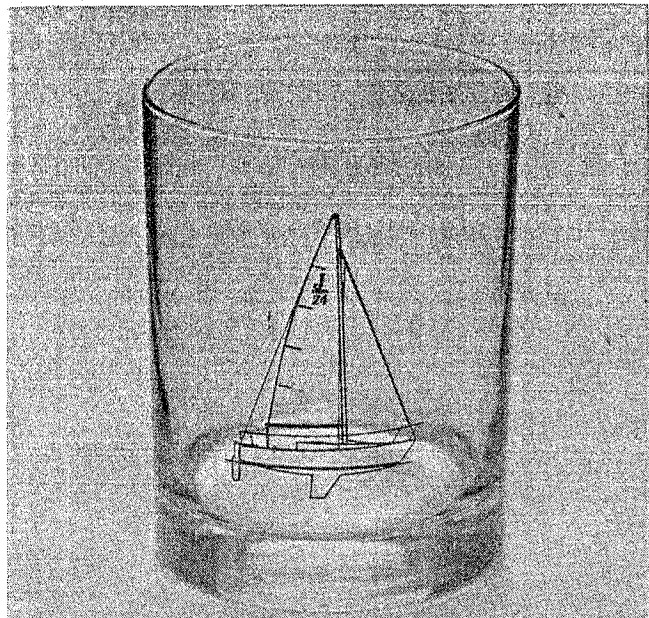
The success of the J/30 as a one-design class depends not only on the enforcement of strict one-design rules, but on the ability of its members to communicate, organize and administer the business of the class so that J/30 owners from everywhere can get together and have fun. Some of the accomplishments already achieved through the efforts of J/30 owners from around the country are: (1) active fleet racing in ten fleets in 1980 and probably over twenty fleets in 1981; (2) success in obtaining standard IOR and MHS ratings for the J/30 (a savings of hundreds of dollars to owners); (3) the conduct of regional regattas as well as a North American Championship (4) a national organization of owners who serve as class officers and fleet representatives willing to spend time and money to make the class grow and prosper; and (5) a periodic magazine which provides news and pictures of what is happening in the world of J/30s.

The strength of the J/30 Class depends on the support of its members, as does any one-design class. Its ability to underwrite class activities, communications, publications and lobbying efforts is based on membership dues and upon the volunteer efforts of members. If you are one who would ask, "What do I get for my twenty dollars?..." the answer is that you will get a return on your investment in your boat that far exceeds any other return you could hope to get with twenty dollars. If you are not a boat owner and wish to support the class as an Associate Member and also receive the J/30 News the membership fee is \$10.00 U.S. In either case, fill out the membership application on page 46 of this magazine and send it in with your 1981 dues. You will receive a membership sticker for your boat, a membership card and subsequent class publications and communications.

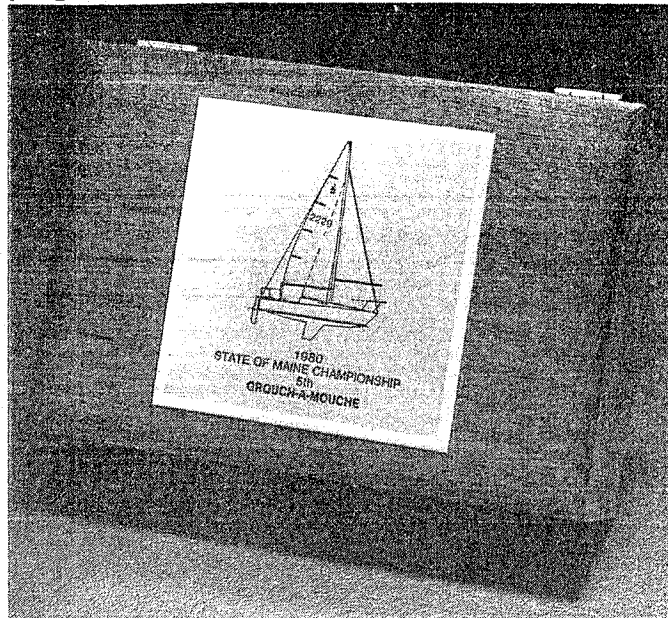
COVER: Bill Calhoun's *BLUE MOVES* heading for the finish line at Block Island. Photo by Tom Leutwiler

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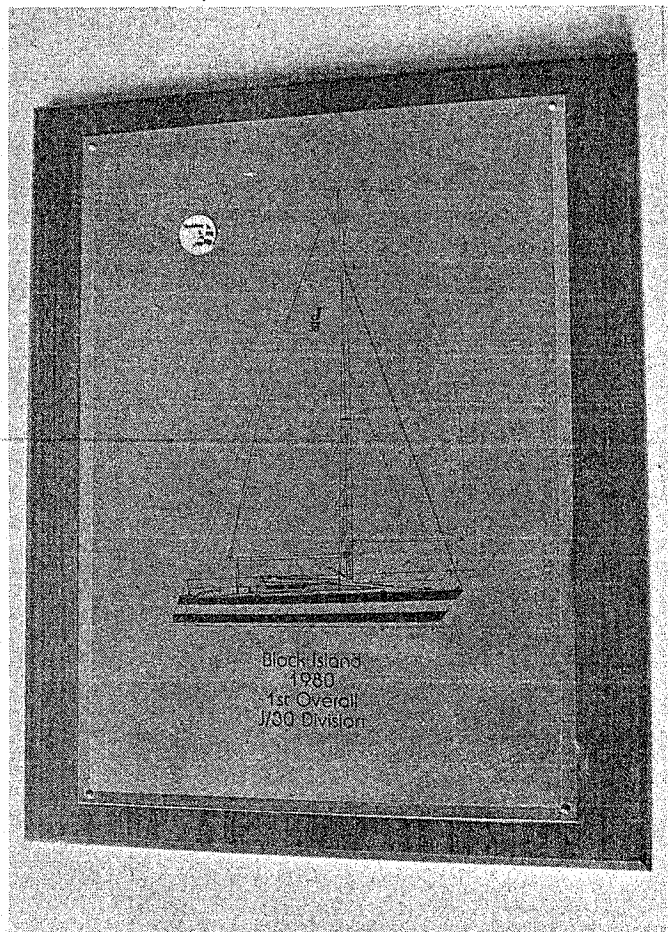
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How Fast is the J/30?

The following table, which is reprinted from the standard MHS Rating Certificate for J/30s, purports to show the speed of a J/30 on various points of sailing in various wind strengths. The key to the abbreviations for each column appears below. If you are new to J/30 sailing, this will give you a rough indication of how fast you should be going. If you are an old hand at J/30s, please let me know what you think of these numbers based on your own experience. If we receive enough input of data based on carefully monitored speed runs we might be able to come up with a polar speed diagram that would be useful to owners as well as to improving the MHS velocity prediction formula on which the numbers below are based.

Send input to Rod Johnstone, J Boats, R.D. 1 Box 107, Stonington, CT 06378.

VTW	BTW	VAW	BAW	V	VMG
8.0	180.0	4.03	180.00	3.559	-3.559
8.0	110.0	7.99	62.63	6.266	-2.143
8.0	80.0	10.53	43.18	6.368	1.106
8.0	52.0	11.87	29.30	5.694	3.506
8.0	46.5	11.76	27.14	5.259	3.619
8.0	155.7	4.07	129.95	4.303	-3.922
10.0	180.0	5.14	180.00	4.353	-4.353
10.0	110.0	9.42	68.12	6.747	-2.308
10.0	80.0	11.82	45.20	6.706	1.164
10.0	52.0	13.79	30.02	6.163	3.794
10.0	44.5	13.88	26.84	5.664	4.043
10.0	155.4	5.19	130.50	5.263	-4.787
12.0	180.0	6.26	180.00	5.130	-5.130
12.0	110.0	10.72	72.61	7.074	-2.419
12.0	80.0	12.98	47.48	6.851	1.190
12.0	52.0	15.50	31.08	6.371	3.923
12.0	42.7	15.81	26.81	5.822	4.281
12.0	160.6	6.14	141.93	5.906	-5.570
16.0	180.0	8.78	180.00	6.407	-6.407
16.0	110.0	12.73	79.28	7.472	-2.556
16.0	80.0	15.70	52.42	7.064	1.227
16.0	52.0	18.54	33.07	6.534	4.023
16.0	41.4	19.31	27.66	5.980	4.485
16.0	166.1	8.72	155.21	6.819	-6.619
20.0	180.0	11.75	180.00	7.232	-7.232
20.0	110.0	14.99	84.55	7.701	-2.634
20.0	80.0	18.44	55.98	7.222	1.254
20.0	52.0	21.49	34.80	6.593	4.059
20.0	41.2	22.52	28.69	6.040	4.544
20.0	166.3	11.69	157.32	7.647	-7.428

AVG DECIMAL HOURS PER MILE:

ADHM 8 KTS = .23030

ADHM 10 KTS = .20149

ADHM 12 KTS = .18482

ADHM 16 KTS = .16929

ADHM STANDARD = .20507

KEY:

VTW — Velocity of the true wind in knots

BTW — Bearing of the true wind

VAW — Velocity of the apparent wind in knots

BAW — Bearing of the apparent wind

V — Boat velocity in knots

VMG — Velocity made good in knots directly into the wind

Narragansett Bay to Host 1981 North American Championships

Narragansett Bay Fleet #13 has confirmed plans to host the 1981 J/30 North American Championship in Newport, Rhode Island on Friday, Saturday and Sunday, September 11-13, 1981. The event will be held in conjunction with the Newport International Sailboat Show with race headquarters at the boat show dock in downtown Newport.

Owners in Fleet #13 have endorsed the format used for the 1980 North Americans whereby the host fleet members will loan their boats for the series to those who qualify from other parts of the country. Qualifiers will be assigned a boat at least one week prior to the event and will bring their own sails. Qualifiers who are able to bring their own boat may do so. Qualifying skippers may bring their own crew, or recruit a crew locally, but the owner of any loaned boat or his representative will be included in the crew.

In order to race in the North Americans, a skipper must be a legitimate owner of a J/30 and a member of the J/30 Class Association prior to the qualifying event. The skipper is defined as the person who steers the boat during the starting sequence and on the windward legs of the race course. Qualification for the North Americans is only possible as a result of winning a regional J/30 Championship which is sanctioned by the class as a qualifying event. The only qualifier to receive a "bye" is the North American Champ from the previous year. The host area, which includes Fleets 7, 8, 12, and 13, is entitled to two qualifiers. It has been decided that one of

these two qualifiers will be the top Fleet #13 boat at Yachting's Newport Race Week, August 16-21. The other qualifier will be the top finisher at this event from outside Fleet #13.

Although one must be a member of the J/30 Class Association to participate (see application form on page 46), it is not a requirement to be a member of a fleet. You may only attempt to qualify in one event, however. If it is impractical to sail or ship your boat to the nearest qualifying event, it may be possible to borrow or charter a boat in the locale of the event on much the same basis as boats are being loaned for the finals. The J/30 Class Office plans to mail a complete schedule of all qualifying events to each owner by May 15. It is hoped that eleven or twelve such events will take place enabling either thirteen or fourteen boats to participate in the North Americans. For further details contact Annie Stuursma at the J/30 Class Association, 2228 Elmwood S.E., Grand Rapids, Michigan 49506, Telephone 616-452-0959.

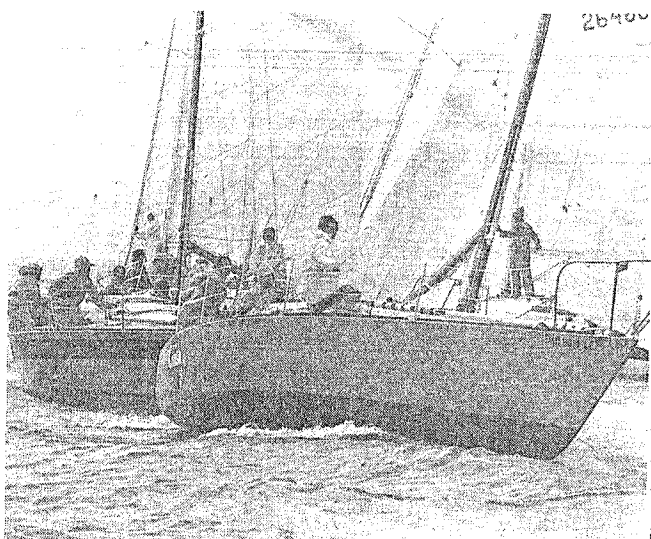
Can You Top This?

After racing in the Gulf Ocean Racing circuit last spring in winds up to 60 knots, owner John Mathis of Pensacola, Florida, (hull #103) had to send his Signet 4000 speedo back to the factory to get "unstuck" — it reportedly pinned at 17 knots!



Massacre at Macatawa ...

Rod Johnstone, designer of the J/30 from Stonington, Connecticut, nearly made it a clean sweep by winning four out of the five races for the North American J/30 Championship at Holland, Michigan, September 12-14, 1980. Johnstone sailed *MOODY BLUE*, owned by Terry Reagan of the host club. The winning crew consisted of Reagan, his sons, Greg



ORANGE CRUSH, complete with bent bow pulpit, tries once again to live up to her name.

and Rich, and John Bowen - all from Grand Rapids, as well as Steve Robertson from Wilmington, North Carolina.

All races were Gold Cup type courses (triangle, windward-leeward) twelve to fifteen miles around set race markers in Lake Michigan.

The nine participants were from the seven areas of North America that held one-design qualifying events in J/30s during 1980. All the participants (except for those who qualified locally) sailed in J/30s loaned by owners from the Host Fleet #1, which is homeported at the Macatawa Bay Yacht Club in Holland. Skippers had to bring their own sails and were required to allow either the owner or his representative to be one of the crew members. Otherwise the skipper, who is required to be a bona fide J/30 owner as well as the helmsman, could recruit a local crew or bring his own crew along.

The first race provided much excitement as a major wind veer accompanied by an increase from fifteen to thirty knots hit the tightly bunched fleet at the end of the first weather leg. Johnstone, followed closely by Ted Rapp from Riverton, New Jersey, attempted a tight spinnaker jibe at the reach mark and wiped out. Within thirty seconds the remainder of the fleet rounded and attempted the same maneuver with the same results. Underestimating the building wind, the leaders were hammered back and passed by those who had reefed mainsails



Doug Cook and his Texas contingent are about to be squeezed against the Committee Boat by some tough Californians.

...Or Did the N.A. Champ Have a Head Start?

(continued from page 8)

or put on the 140 genoa. Joe Kelly, who sails out of Noroton, Connecticut, took the lead on the final weather leg with reefed main and 140. Johnstone recovered to second after changing down to the 105 jib and reefed main. Most of the other boats overstood the starboard layline because of the wind veer and lost considerable ground. The final leg became a reach. Kelly pulled ahead with his larger jib flying, but Johnstone managed to sail high enough to pop the spinnaker a half a mile from the finish and plane over Kelly just before the finish. Doug Brant in *NEMESIS* set his chute even earlier and quickly passed several boats without chutes to finish third.

In the two races on Saturday, Johnstone showed superior speed upwind in moderate to heavy winds, but was passed on the second weather leg of the final race by Brant on a sail change in a dying breeze. Brant, Ted Rapp and Jim Stuursma all showed good downwind speed in the third race, and Great Lakes Champ Stuursma moved into third.

The final two races on Sunday were a convincing display of windward speed by Johnstone. While most of the fleet used 140 genoas all day long in the fifteen to twenty mile per hour winds, Johnstone used the 160 the entire time with great effect. Even at the end when a frontal squall piped in at about thirty miles per hour, *MOODY BLUE*, with highly twisted genoa and main, appeared more upright and faster than boats with reefed mains and smaller headsails. The final run to the finish of the last race was like being blasted out of a gun. Many boats registered speeds up to sixteen miles per hour. Aside from the winner, Mike Wooten from Los Angeles was the most consistent performer of the day followed by Brant.

The experiment of sailing for the North American Championship in assigned borrowed boats with owner as crew was a great success. No correlation existed between the order of finish of the boats in this series and their relative standing in local fleet racing during the season. The same format was endorsed for the 1981 North Americans.

Results — J/30 North American Championship, 1981

PLACE	SKIPPER	HOME PORT	RACE POSITION					TOTAL POINTS
			1	2	3	4	5	
1	Rodney Johnstone	Stonington, Ct.	1	1	2	1	1	5.
2	Doug Brant	Grand Rapids, Mi.	3	3	1	2	4	12.75
3	Mike Wooten	Los Angeles, Ca.	9	5	3	3	2	22.
4	Ted Rapp	Riverton, N.J.	8	7	5	5	3	28.
5	Jim Stuursma	Grand Rapids, Mi.	5	2	6	9	6	28.
6	Paul deNapoli	Bedford, N.H.	6	6	7	6	5	30.
7	Joe Kelly	New York, N.Y.	2	8	8	4	8	30.
8	Doug Cook	Dickenson, Tx.	7	4	4	7	9	31.
9	Larry Dunville	Michawaka, In.	4	9	9	8	7	37.

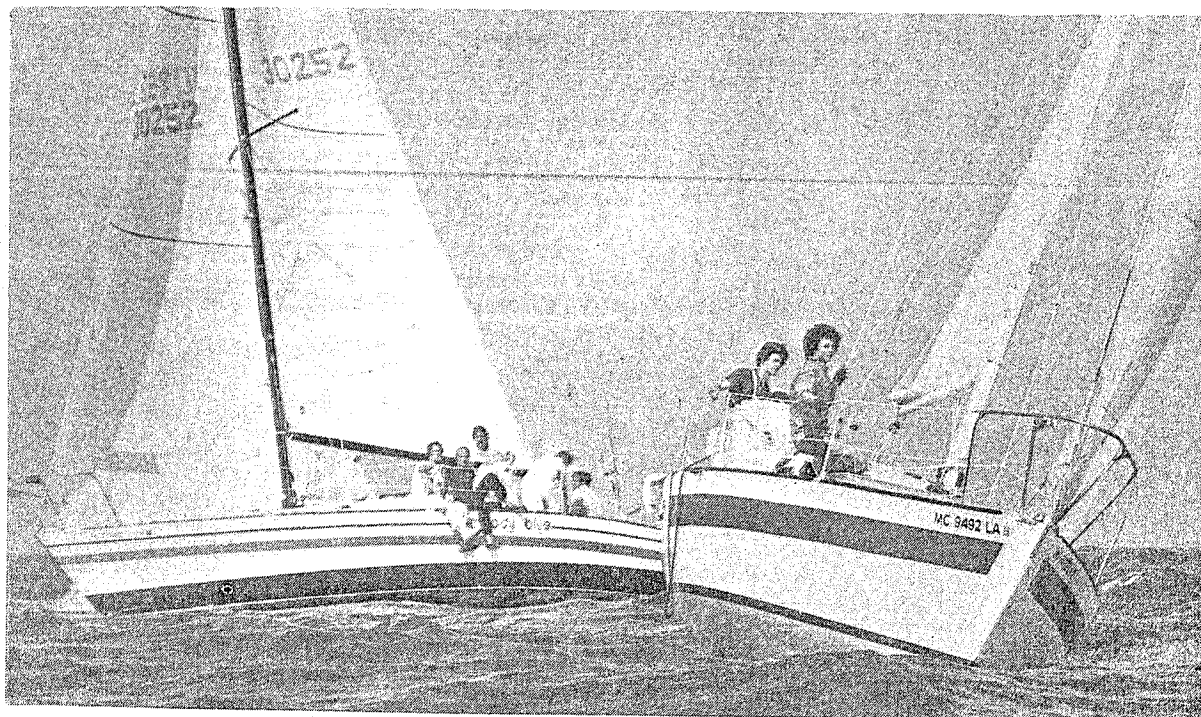


Photo by J. Kransberger

MOODY BLUE duels *NEMESIS* for the lead in the third race of the North American Championship at Holland, Michigan.

PHRF...

The Best Argument for One-Design Racing

By Rod Johnstone

One wonders why USYRU, the national authority, would support a rating system whose ultimate authority is a local vigilante committee which arrives at the ratings arbitrarily. The J/30 Class, because it is rated unfairly in many PHRF fleets, should urge USYRU to adopt a national PHRF rating system with three numbers for each boat corresponding to light, medium, or heavy winds depending on prevailing local conditions. This system could be administered by the existing PHRF organization.

As long as PHRF handicapping is done locally, sailors will continue to be handicapped as much as the boats. You cannot rate barnacles on the bottom, relative proficiency of sailors, age of sails, etc. on a scale of one to ten and translate accurately into seconds per mile. If performance handicapping is the goal, then handicaps should reflect previous performance in objective terms — based on a national bank of elapsed time results. Unfortunately, this is not the way the PHRF system works.

If you feel that your PHRF rating is grossly out of line, try to get your local handicapper to listen to reason. If that fails, go to every handicapper's meeting and bang your shoe on the

table until they give you a fair rating. One of the worst cases of discrimination is in Southern California, the home of PHRF, where J/30 is stuck with 126. San Francisco Bay reported a rating of 114 last spring.

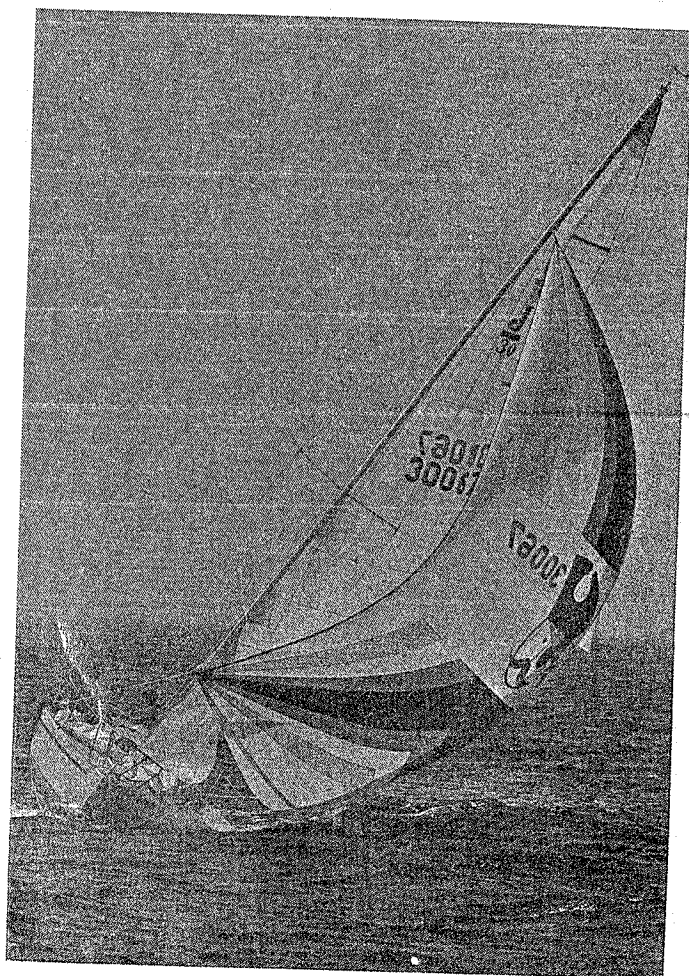
In most areas of the nation, particularly areas where J/30s have been sailing in great numbers, a rating based on the one-design rig has been established between 135 and 144 depending on prevailing local wind conditions.

Let us hope that PHRF's national communication prompts handicappers in California, South Florida, and a few other areas to grant the J/30 the reasonable PHRF number already assigned in most other areas of the country.

The geographical bias against rating the J/30 equitably is most obvious in California, Florida and Texas. Low numbers in these areas have little or nothing to do with local conditions except perhaps in San Francisco Bay where it blows hard all the time.

1980 PHRF numbers for the J/30 with one-design rig reported most recently by owners from all around the country are as follows:

Location	PHRF NR.	Seasonal Wind Condition
Portland, Maine	135	Various
Portsmouth, N.H.	135	Various
Buzzard's Bay, Mass.	135	Heavy
Eastern Long Island Sound	137	Various
Western Long Island Sound	141	Light
Baltimore, Maryland	132	Light
Annapolis, Maryland	132	Light
Hampton, Virginia	132	Light
Wilmington, North Carolina	132	Various
Lake Ontario	136	Mostly light
Lake Erie - East End	138	Various
Lake Erie - West End	135	Mostly light
Green Bay, Wisconsin	137	Mostly light
Seattle, Washington	132	Various
Portland, Oregon	138	Various
San Francisco, California	126	Heavy
Southern California	126	Mostly light
Clearwater Florida	129	Various
Jacksonville, Florida	131	Various
Key West, Florida	132	Various
Melbourne, Florida	126	Various
Galveston Bay, Texas	120	Various



It may be true that as one goes further South and West in this country, one gets hotter. But I don't think this applies to the speed of a J/30 relative to other boats. Perhaps it is the high caliber of the sailors racing the boats in these areas that is causing such low PHRF numbers. However, the system claims to handicap the boats according to relative speed — not the sailors. Who is kidding whom?

Blasting All the Way to Block Island on *Cherry Bomb*

We approached the starting line off Rye anticipating a week of dynamite J/30 racing at Block Island Race Week. With the wind at 20 knots from the west at the start, and forecast for 35 knots during the night, we expected a hairy sleighride to Block Island. Since we had a 1.5 oz. spinnaker, (not a part of our normal racing inventory), we put it up right away. Most boats didn't set at all, but as we came surging up on Class A boats, steady as a freight train and flying along at 10+, some of the A boats got their nerve and set chutes. We soon witnessed some of the most spectacular wipeouts and death rolls we had ever seen... within 20 minutes our J/30 was one of the only boats on the course still carrying a chute.

During the night the wind piped up to 30+ knots, but on *CHERRY BOMB*, the five of us had no trouble handling the boat. The helmsman was often steering with a beer in one hand, and with the speedo reading 14 knots. Our only problem came when we had to jibe to get through Plum Gut. With the boat averaging well over 10 knots, and the wind around 30 knots, we decided not to jibe the spinnaker. We took down the chute, put up a working jib, and still surged over 10 knots!!! Since we were afraid of exploding the traveler if we did a standing jibe, we finally tacked the boat around and went roaring off on a broad reach with main and working jib and the speedo refusing to drop below 12 knots.

After hearing all the war stories when the rest of the fleet straggled into Block Island, our pride in the J/30 kept growing. We didn't break anything and we never even came close to broaching. It was simply one of the most memorable and exciting sails any of us had ever had.

—William E. Kelly

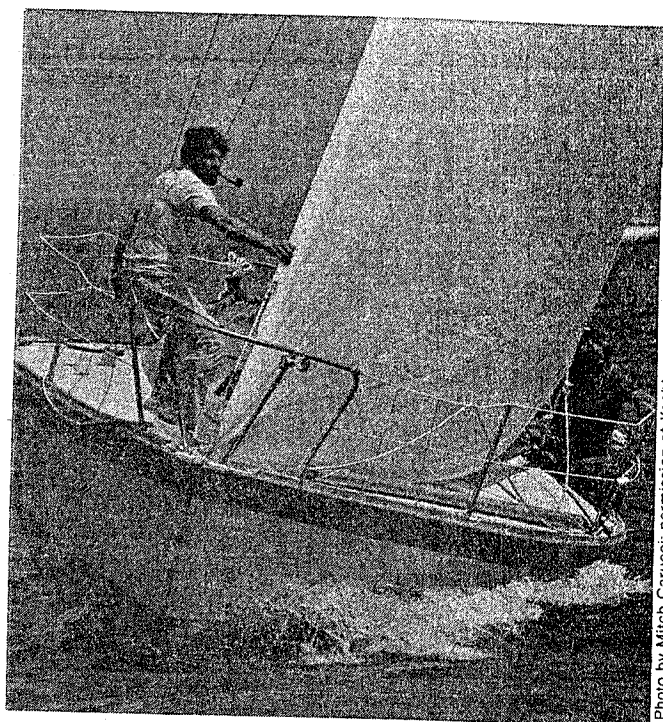


Photo by Mitch Carucci; permission of Yachting magazine.



J/30s Excel in B I Feeder Races

The feeder races to Block Island turned out to be good practice races for the J/30s. Joe Kelly from New York sailed his boat, *CHERRY BOMB*, to a decisive victory in the feeder race out of Rye, N.Y., and Bob Johnstone, sailing *SLEIGHRIDE*, won the feeder race out of Newport.

The American Yacht Club Feeder Race began in Rye, New York, and ended about 12 hours later in Block Island's Great Salt Pond. Thirty-two boats raced in the PHRF division. A cold front recorded winds from 30-50 knots, making for some exciting spinnaker runs.

CHERRY BOMB, Joe Kelly's J/30, won Class B with a corrected time of 12.3113; second in the fleet was *ALALA*, S. Corwin; third was *MARIGOLD*, E. Lampman.

The last feeder race was run from Newport, R.I. Seas were four to six feet and winds were 25-30 knots. Robbie Pierce's *HIGH ZOOT* was reefed down and carried a #2. The "Robs" said it was "a short but tough race." Bob Johnstone's *SLEIGHRIDE* won the J/30 division with a crew of only three on board; including his wife, Mary Johnstone, and Henry Little of Shore Sails in Newport.

Record Fleet of J/30s Starts One-Design Tradition at Block Island

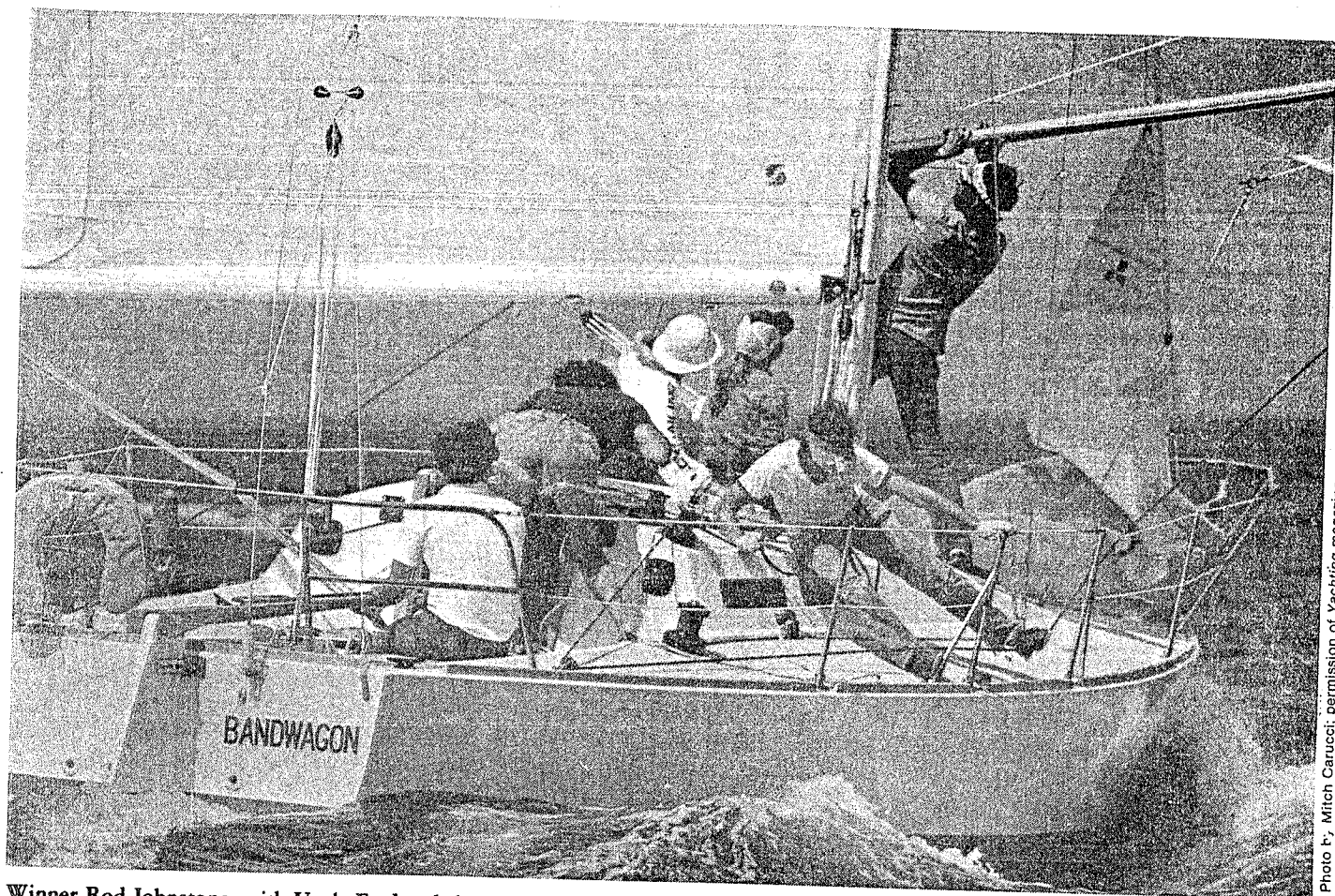


Photo by Mitch Carucci; permission of Yachting magazine.

Winner Rod Johnstone, with Uncle Fred and the kids, at the Jibe Mark.

Twenty two J/30s hit the starting line at *Yachting's* Block Island Race Week on June 23, 1980, for the first-ever one-design start in the history of Block Island Race Week. Before the four race series was over, eighteen competitors had at least one finish in the top ten. Only twelve points separated half the competitors at the end of the series.

Rod Johnstone, J/30 designer from Stonington, Connecticut, sailing *BANDWAGON*, won the series by fourteen points over second place Mark Ploch in *SYZYG*. Crewing for Rod were two sons, Phil and Alan, two daughters, Becky and Pamela, and Fred deNapoli of Marblehead.

The point scores do not reveal the true character of the first three races — all of which were long windward-leeward-reach triangles to the west of Block Island. Dramatic wind shifts were the rule, leading to radical changes in position. In each instance, halfway up the weather leg the leaders managed to fumble the lead away before the weather mark. In these conditions, *SAND PEBBLE*, *CHERRY BOMB*, *ORNEN*, and *BANDWAGON* were the only boats in the top half of the fleet all three races at the weather mark. Both *SYZYG* and *SLEIGHRIDE* were usually near the front but each managed one bad windward leg.

The trickiest downwind leg of the week occurred on

Wednesday's short run — in the fog several miles west of Block Island. Joe Kelly, in *CHERRY BOMB*, had leap-frogged his way well into first at the weather mark, only to park in a hole long enough to be passed by eight boats in the two mile run. John Nimphius, sailing *ILLUSION*, came from about tenth or twelfth to take the lead and hold on to win.

Because the first three races took the fleet into unfamiliar waters west of Block Island, the strong current and unpredictable windshifts were great equalizers. The final race around the Island counterclockwise put more emphasis on local knowledge and all around speed. The following article by Rod Johnstone appeared in *Yachting's Race Week News* one day prior to the race — so that local knowledge was not a complete secret. It is reprinted here for the benefit of those who intend to race their J/30s at Storm Trysail Club's Block Island Race Week, June 21-27, 1981.

How to Sail Block Island

In my experience, the most common course during race weeks at Block Island in the past is around the island counterclockwise, owing to the prevailing south to southwest winds in late June. It generally pays to stay close to the island as

(continued on page 14)

Johnstone on Block Island

(continued from page 13)

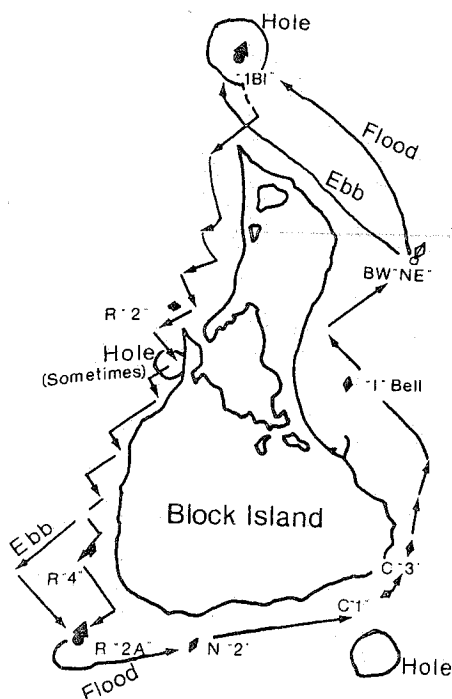
far as "R4" Bell, tacking frequently on the shifts which usually occur. The breeze is customarily stronger near the shore and there are occasionally some strong port tack lifts.

If the current is ebbing, you should tack to the west just short of "R4" Bell almost to the starboard layline. If the current is flooding, tack back onto starboard around "R4" Bell, go to the port layline and overstand a bit to allow for the strong set on the final tack for the mark. Not only is the current angle better, but there is less of it inside the five fathom curve.

After rounding "R2" Bell (or "R2A" as the case may be) stay low, no matter what the current is doing, and get back to the five fathom curve as quickly as possible. This is particularly important if the wind is light. Your course should take you very close to "N2". There is usually a thermal in by the bluffs and, because this leg is a spinnaker reach, you also have a good reaching angle into the big wind hole that usually parks itself off Southeast Point.

Staying on the five fathom curve to "C1" has the added benefit of keeping you from getting lost if it's foggy.

After rounding the cans at Southeast Point success smiles on those who tack downwind — first on a port tack in past Old Harbor (magnetic north), and then out to the BW "NE" whistle, when you will have a good reaching angle on a starboard. In a southwest wind you will get more wind and will have inside position at the "NE" whistle. In a southerly or southeasterly, this course could be disastrous and a rhumb line course is probably best.



Terry Rapp -- the "Wooly Bear" himself.

The leg from "NE" whistle to "1B1" is influenced mostly by the current. If it is ebbing, get in toward the island and cross over to the west of North Reef as soon as you dare before approaching the buoy. The current is fierce on the rhumbline and to the northeast. If the current is flooding you should stay on the rhumbline or east of it.

After rounding "1B1" get out of the area immediately. Do not tack back and forth. Go one way or another on a long tack. In a southwester it almost always pays to go immediately onto a starboard tack and keep going until you must tack to get to the west of North Reef. There are less current swirls, smoother water and more wind. It does not seem to matter which way the current is going.

Once on the west side of the island, tack up the beach. You will generally lift out on a starboard tack against the boats offshore, then might receive some strong puffs out of Great Salt Pond which generally results in a nice port tack lift to the finish line.

In summary, hug the island all the way around except in situations where strong favorable current dictates otherwise off Southwest Point and near "1B1". The inside lane is most often the fast lane. It also gives you inside position at the buoys.

Finally, keep your eyes open. Wind holes are numerous but you can usually see them coming. If you follow this advice to the letter and still get hammered, see your psychiatrist — I won't be available for consultations.

One of the most memorable images of the week was twenty-two J/30s short tacking up the beach on the first leg to Southwest Point. *SAND PEBBLE*, *SLEIGHRIDE*, *BANDWAGON*, and *SYZYGY* rounded the Southwest Buoy in succession.

The author of the article won the race. It should be pointed out, however, that he did it by not following his own advice on the last leg of the course. Trailing *SAND PEBBLE* and *SLEIGHRIDE* around the last mark (1B1), *BANDWAGON* tacked to the west, caught a new breeze, crossed *SAND PEBBLE* and covered to the finish.

Results of J/30 Division

Yachting Race Week

Block Island, RI

June 1980

PLACE	SKIPPER	BOAT NAME	HOME PORT	RACE POSITION				TOTAL POINTS
				1	2	3	4	
1	Rod Johnstone	Bandwagon	Stonington, Ct.	1	3	3	1	8
2	Mark Ploch	Syzygy	Clearwater, Fla.	2	1	13	6	22
3	Joe Kelly	Cherry Bomb	New York, N.Y.	4	4	7	9	24
T4	G. Kenneth Johnson	Ornen	Fairfield, Ct.	6	9	9	4	28
T4	Bob Johnstone	Sleighride	Newport, R.I.	3	18	2	5	28
6	Ron LeComte	Sand Pebble	Somerset, Mass.	23	2	4	2	31
T7	John H. Elliott	Scarlet Fever	N. Woodstock, N.H.	11	14	5	11	41
T7	Fred Crowley	Waterway	West Chester, Pa.	8	5	6	22	41
9	John Nimphius	Illusion	Portsmouth, N.H.	17	16	1	8	42
10	Ted Rapp	Wooly Bear	Riverton, N.J.	10	17	11	7	45
T11	Barbara H. Roberts	Boadicea	Providence, R.I.	12	8	12	14	46
T11	Robert W. Pierce	High Zoot	Newport, R.I.	19	7	17	3	46
13	Carl B. Sherter	Fat City	Westport, Ct.	14	12	8	13	47
14	H & J Ingham	Anticipation	Northport, N.Y.	18	10	10	10	48
15	William Calhoun	Blue Moves	Guilford, Ct.	9	6	19	16	50
16	Margaret E. Trommer	Parfait	Ledyard, Ct.	13	13	14	12	52
17	John T. Mickle	Lily Pad	Wilton, Ct.	5	15	18	15	53
18	Sam Israeloff	Pirates' Den	No. Miami Beach, Fla.	7	20	15	17	59
19	Jay F. Cullinan	Prime Time	Pennsauken, N.J.	21	11	20	20	72
T20	Lawrence W. Milas	Air Express	Huntington, N.Y.	16	22	16	21	75
T20	Robert M. Brown	Intense	Tiverton, R.I.	15	19	22	19	75
22	Gaspar E. Schlubach	Altair II	Stamford, Ct.	20	21	21	18	80

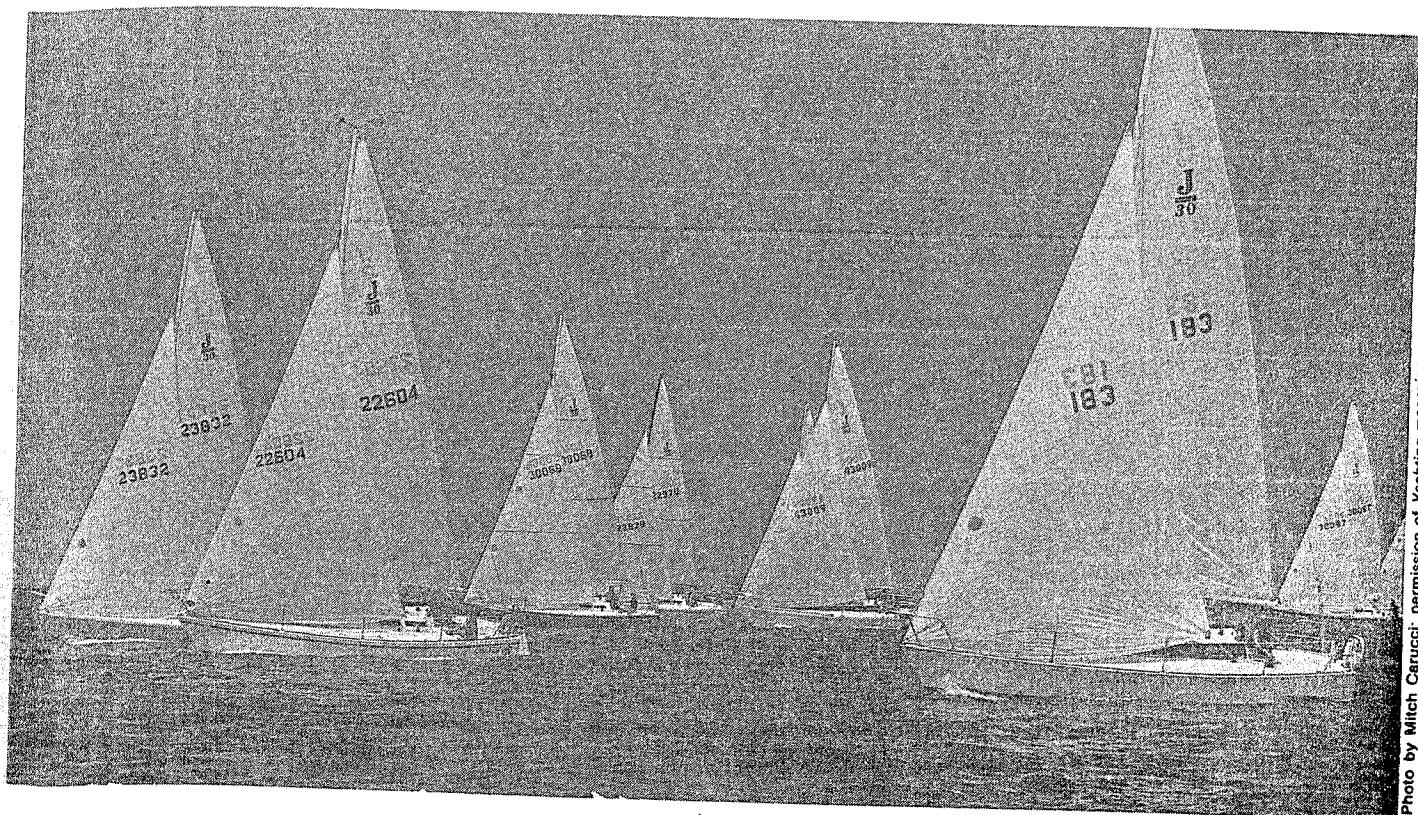
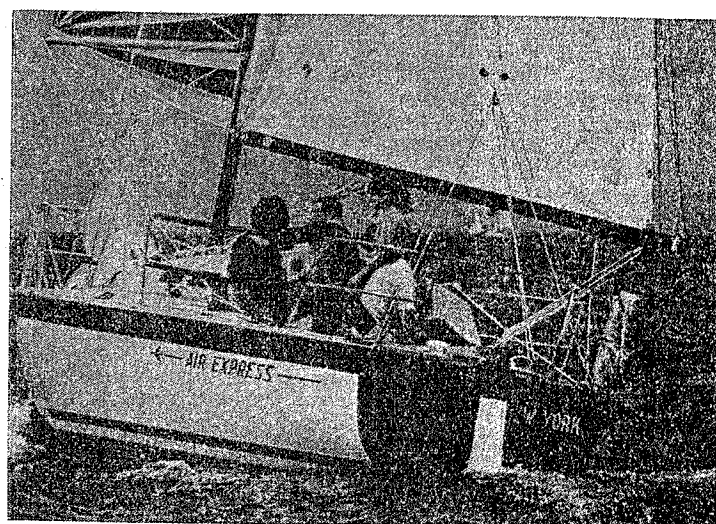
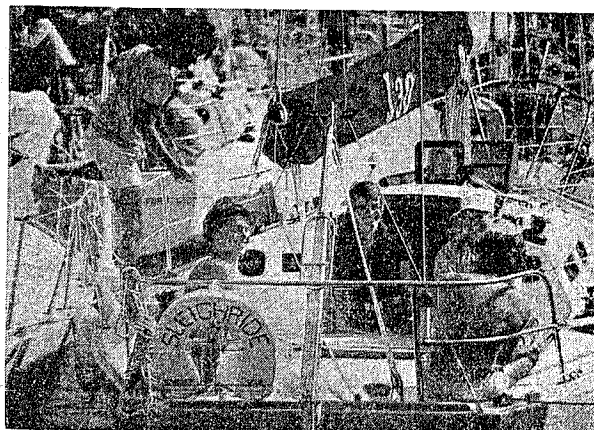
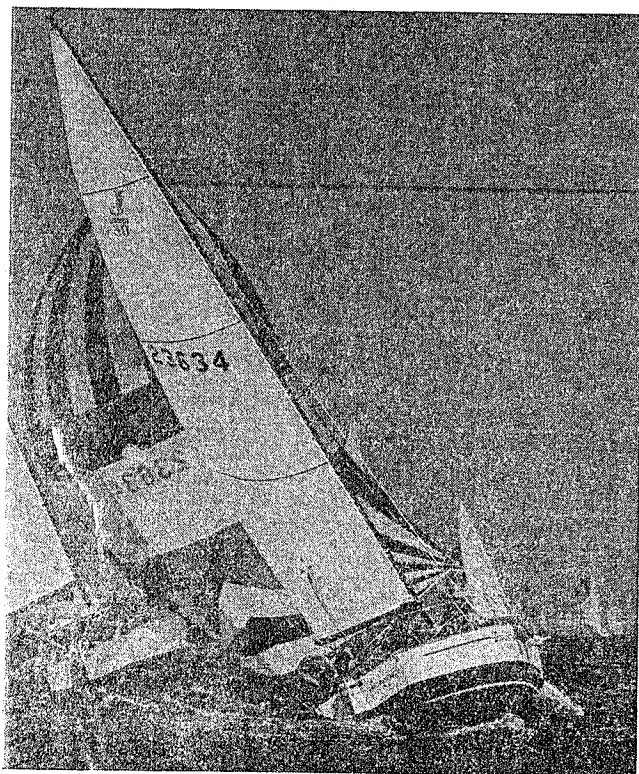


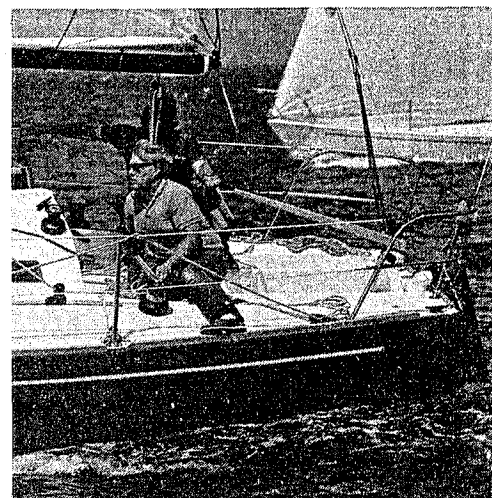
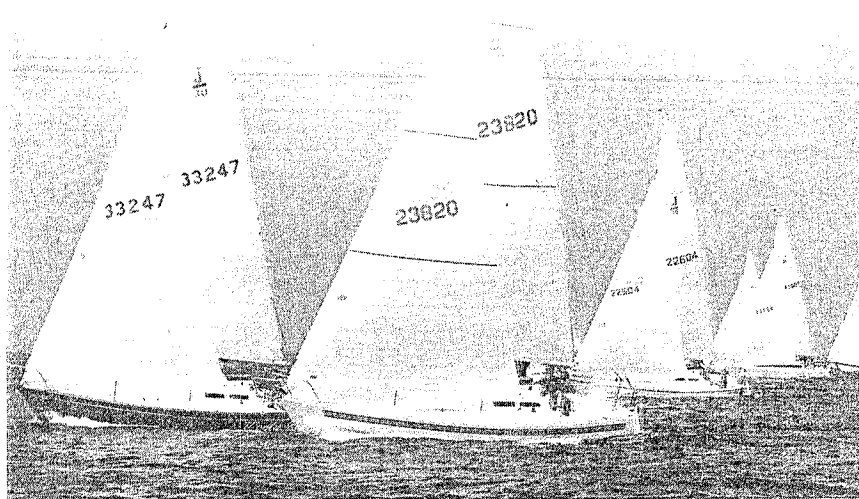
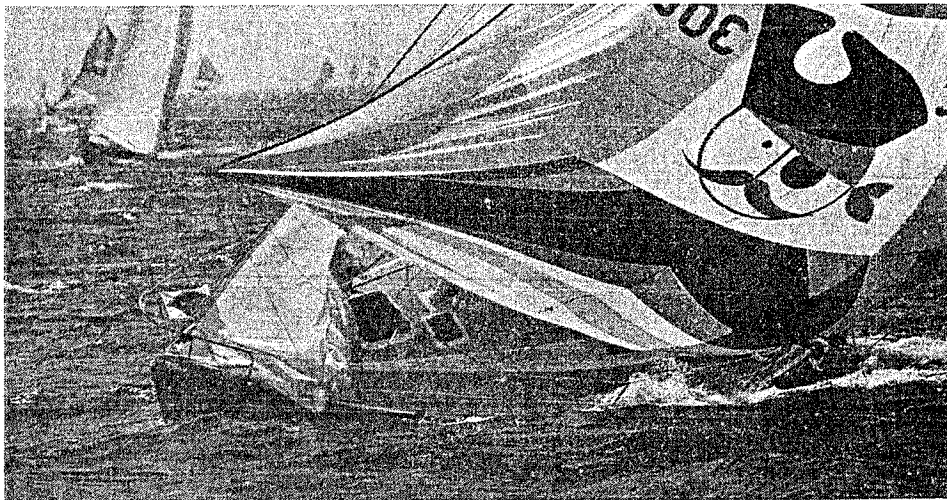
Photo by Mitch Carucci; permission of Yachting magazine.



PHOTO ESSAY

*J/30s at Block Island by Mitch Carucci;
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Yachting Magazine*





How to Race a J/30

by Bob Bavier

I have some trepidation about making recommendations on how to race a J/30 because my J/30, *FOX*, has not shone against the hot boats in the class. But in a year of campaigning we have learned a lot, and by the end of 1979 we seemed to have boat speed at least equal to that of the best J/30s. I've found that J/30s are easy boats to sail, however, even though they can be somewhat demanding. They reward proper tuning, proper sheeting, and proper sail selection.

We have found that the upper shrouds should be set up really tight. The lowers should be tight also, but not quite as tight as the uppers. The butt of the mast should seat flush on the step. In addition, we shaved off the forward part of the butt by just under a quarter-of-an-inch and found that we could induce a far fairer fore and aft "prebend". Be sure to chock the mast at the deck, with particular emphasis aft of the spar, to help assist in inducing this kind of prebend.

When sailing to windward in light air, we carry very little tension on the backstay, adding power by allowing more draft in both main and jib. Don't worry that the jib has some sag, which also seems to add more power, as the name of the game in making a J/30 go in light air is to let her foot. Trying to point with some other designs is suicide. Keep up speed and you'll do okay with more close-winded designs.

As the wind increases, horse in the backstay tackle, progressing to the maximum for heavy air. Downwind, of course, we ease the backstay all the way off. If you don't have a cunningham, get one. It's essential for controlling mainsail shape; haul it in as the wind builds.

The flattening reef can be effective sooner than you might at first suspect. We tie it in at about eight or nine knots of true wind speed. At about this wind range, we also begin to barber haul the jib. We have added a couple of padeyes on the deck adjacent to the clews of both the No. 1 and No. 2 headsails. We put a snatch block on these and lead a line from the clew through the blocks to the secondary winches. As the wind increases, we pull on the barber hauler to widen the slot. At the same time, the main traveler should be moved progressively to leeward. In light air, have it to windward of the centerline, and a hard blow, as far to leeward as you can go, still keeping the main full when trimmed as hard as possible.

There are two schools of thought regarding jib selection and the amount of reefing as the wind increases. The Johnstones, who, as we all know are really tough to beat, favor carrying a lot of sail upwind in a strong breeze. In a 23-knot wind they are apt to carry a No. 2 jib and either no reef in the main (except a flattening reef) or at best a single reef.

Under the same conditions, I'm more apt to have on a No. 3 jib and at least one reef in the main. We both agree, however, that J/30s must be sailed quite flat. This may be achieved by reducing sail and giving the boat her head.

It is generally agreed that it is wise to shift from the No. 1 to the No. 2 headsail sooner than one might expect. I feel it is

better to make that shift prior to tying in a reef (other than a flattening reef) in the main. But regardless, J/30s must be sailed reasonably flat at all times.

Downwind is the time to crack on more sail. When other boats may be broaching you can carry your largest chute and full main and remain under perfect control. So don't chicken out. Fly the chute sooner and longer than anyone else. This is particularly true when close spinnaker reaching against masthead rig boats. When they are apt to spin out, J/30s, because of their hull stability and lower foretriangle, can often stay on their feet and power away.

On a spinnaker reach, a spinnaker staysail is most effective. We don't have one, but have had good luck carrying the No. 2 inside the chute or the No. 3 tacked to the cleat aft of the jib stay.

Bob Bavier is the 1964 skipper aboard the winning America's Cup 12-Meter *CONSTELLATION* and president of *Yachting* magazine.

Reprinted from *Yachting Race Week News*.

DeNapoli Squeaks By At Ida Lewis

Fred deNapoli, from Marblehead, Massachusetts, prevailed in a tight three-way finish to win the second annual Ida Lewis Invitational for J/30s. Sailing *ALLEGRO*, deNapoli scored consistently in the top three in the four race series, and won by one half point over Newport's Robbie Pierce in *HIGH ZOOT*. Only one quarter point behind Pierce in the series was Stu Johnstone sailing *SLEIGHRIDE*. Racing was held in Rhode Island Sound, July 11-13, 1980.

Sunny skies with winds from eight to eighteen knots prevailed. Only the first day of racing was curtailed when thick fog rolled in as Pierce led the fleet over the finish line. The second race was won by Ron LeComte's *SAND PEBBLE* followed by *SLEIGHRIDE* and *ALLEGRO*. The order of the top three was shuffled in the subsequent race with *SLEIGHRIDE* on top followed by *ALLEGRO* and *SAND PEBBLE*.

Sunday's final race was *SLEIGHRIDE*'s undoing as she dropped to fifth while *ALLEGRO* barely defended her lead by finishing second behind *HIGH ZOOT*.

The top five finishers were:

1. Fred deNapoli	<i>ALLEGRO</i>	10.0 pts.
2. Robbie Pierce	<i>HIGH ZOOT</i>	10.5 pts.
3. Tom Ehman/Stu Johnstone	<i>SLEIGHRIDE</i>	10.75 pts.
4. Ken Johnson	<i>ORNEN</i>	16.0 pts.
5. Ron LeComte	<i>SAND PEBBLE</i>	23.75 pts.

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Reducing Air Problems in the YANMAR 2QM15

Diesels have now all but replaced gasoline engines for new auxiliary power. As you're no doubt aware, diesels are safer and more economical to operate than their gasoline counterparts. The reason for the switch to diesels now and not ten years ago, is that the cost and weight-to-horsepower ratio for diesels used to be unacceptably high for small boats. Recent diesel designs have changed that.

The trend has also benefited a Japanese firm of which most of us had never heard ten years ago, the Yanmar Diesel Engine Company. As have their countrymen in other businesses, Yanmar has taken the US market by storm.

Given the company's quick acceptance in the fragmented and tradition-oriented US sailboat business, we suspect that their engines are good buys (they average several hundred dollars less than comparable US or European models), although they haven't been used long enough on this side of the Pacific to comment on their quality. One thing which does seem sure, however, is that the country's best-selling sailboat diesel is now the 15 horsepower Yanmar 2QM15. The engine has good specifications and we find that it performs well. But the 2QM15 seems to us to be noisy and generate a lot of vibration at low RPMs.

All two-cylinder diesels are noisy and vibrate a fair amount, so this is a relative judgement. While noise may be only an irritant, vibration often causes loosening up of fittings, the most troublesome being fuel line fittings. A loose fuel line fitting can cause minute air leaks and nothing will kill a diesel faster than a little gulp of air mixed with incoming fuel at the injectors.

Excessive vibration or not, mechanics have told us that the 2QM15 is prone to air leaks in the fuel system. They recommend, therefore, that when installed, the engine's excess fuel return line be led all the way back to the fuel tank to help purge any minute amounts of air which might enter the line.

As it comes from the factory, the 2QM15's excess fuel return line is led back only to the top of the fuel filter. Using this arrangement has the obvious advantage of making installation simpler. If the fuel line never develops leaks, it is perfectly acceptable. However, if a leak does develop, it makes it very difficult to purge the air completely, as the air just keeps recycling. The other configuration (bringing the excess fuel return line back to the fuel tank) will automatically purge minute amounts of air from the system.

In looking at several new boats with Yanmar engines, we find that more often than not they have the easy, yet more trouble-prone installation. So if you have a Yanmar 2QM15 and have been having air leak problems, we suggest you change the location of the excess fuel return line as part of the fix.

It's quite easy to make the fix yourself. Get a piece of copper fuel line tubing long enough to reach from the engine's injector fitting to the fuel tank vent line. Disconnect the old line and seal the return entry plug on top of the engine's fuel filter. Then connect one end of the new line to the injector fitting and the other end to a "T" fitting installed in the vent line. You may also want to isolate vibration in the new line by cutting it in several sections and connecting them with rubber tubing.

— Cameron Foote

Care and Feeding of NAVTEC Turnbuckles

Navtec turnbuckles are designed to last indefinitely if properly cared for. However, like all mechanical equipment, it is possible to destroy the turnbuckle if it is over-tightened or not properly maintained. The tighter you carry your rig, or the more often you change your rig tension, the more important becomes this care and maintenance.

SUGGESTED MAINTENANCE

1. Be sure that the threads are clean before tightening or loosening a turnbuckle. Dirt can act as a cutting tool and actually machine the threads away. This includes corrosion products such as green "grunge" that forms in the threads of bronze screws or bodies.
2. Caution is advised if you anticipate operating at high loads (those your ten-year-old might not be able to obtain). The Navtec turnbuckle has a large tightening nut and generous torque resistant body slots to make adjustment easy. But these also allow you to apply a lot of pressure. Do not use out-sized tools. If the turnbuckle shows visible signs of deformation, squeaks, becomes hot, or even smokes, stop tightening. These are sure signs of over-tightening.
3. Lubricate your turnbuckles at least once per year, more often if you vary your rig tension often or reach high loads. Dry lubricants such as molybdenum disulfide (MoS₂)* or Tylon are best because they do not pick up grit the way grease or oil does. If unable to obtain these products, any heavy oil or grease is better than no lubrication.
4. When putting your boat away for the winter, or outfitting in the spring, thoroughly clean your turnbuckles in fresh water and apply new lubrication.

*Brand name products, such as Moly Coat 321R, are generally available in bearing supply houses. McLube 108 is available from McGee Industries, 9 Crozerrille Road, Astron, PA 19014 or from Navtec. Never-Seez, while not dry, is also good and is available at bearing supply houses.

Remember, just as your automobile requires occasional maintenance, so do turnbuckles. The more you change the tension in your rig, the more maintenance is required.

MHS is Far From Goof Proof

On the face of it, the MHS or USYRU Measurement Handicapping System rates the J/30 very fairly. Unfortunately, in the 1980 Chicago to Mackinac race, the one big MHS event where a number of J/30s participated, the handicapping was done incorrectly. The nine J/30s in MHS Division Two received only seven seconds per mile from the seventeen Tartan 10s in their class rather than the fifteen seconds per mile as called for by the MHS standard certificates for each of the boats. It did not affect the top three positions but it did mean that Terry Reagan from Grand Rapids, Michigan, in *MOODY BLUE*, should have gotten fourth in class instead of seventh. Nice going Terry!

MHS has assured the J/30 Class that there will be no last minute manipulations of the ratings on future races. The MHS is constantly trying to update and improve their handicapping

Moskowitz Takes

Stamford Denmark Race

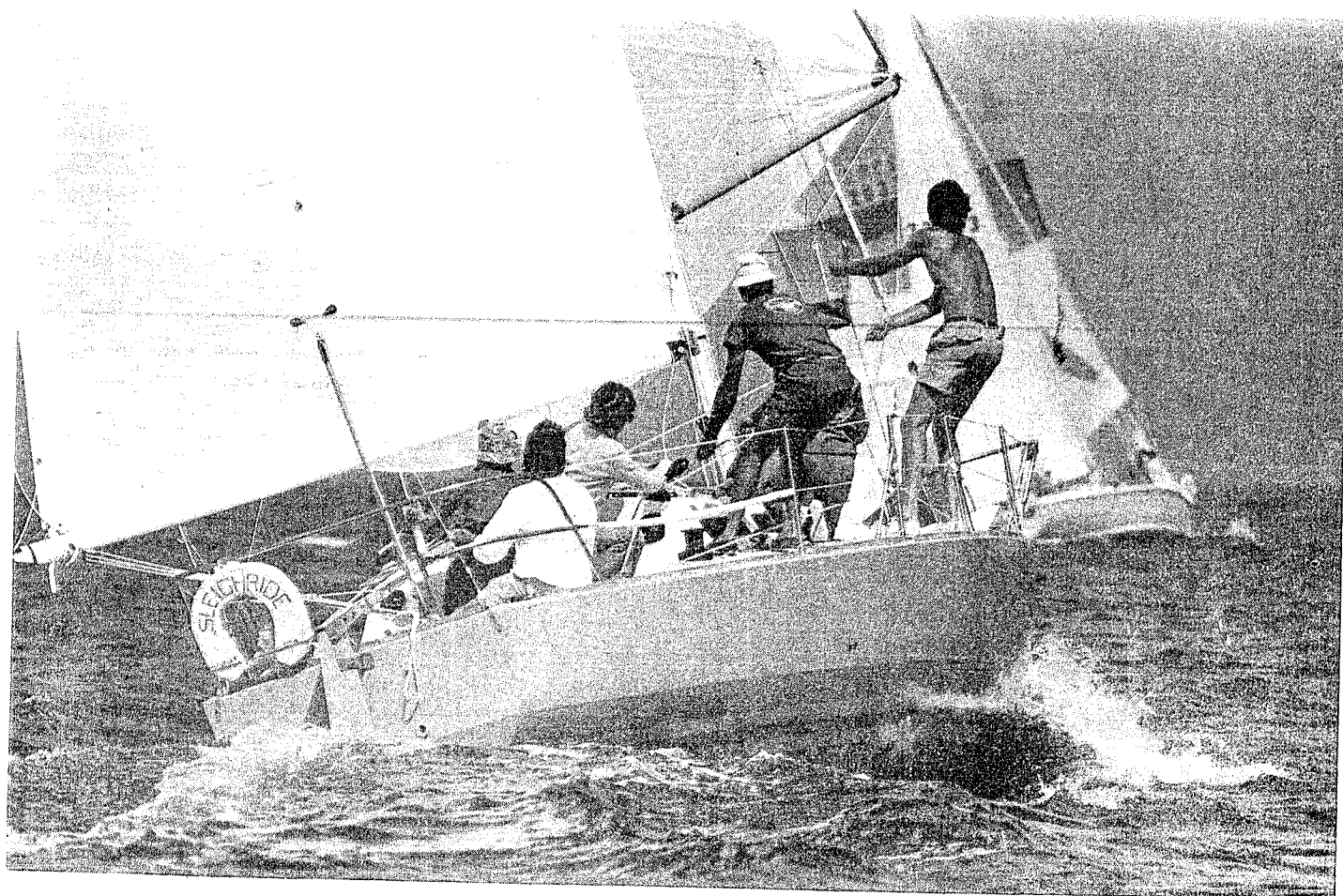
J/30s made an impressive showing in the 1980 Denmark Friendship Sail Race (Denmark Trophy Race), sailed out of Stamford, Ct. on September 28. Led by Henry Moskowitz's *BOONDOGGLE*, the six J/30s took 1st, 2nd, 3rd, 6th, 11th, and 12th places in the 25-boat Division A fleet!

formula, so ratings probably will change from time to time. But, let us hope that future changes are implemented formally after approval by the MHS Technical Committee and are reflected on revised certificates. If experimental manipulation of handicaps is essential to improving the MHS formula, let it be based on the elapsed time results of previous races where conditions may be gauged with the genius of hindsight after the hard-won trophies are presented.

As a result of last summer's experience, J/30 Fleet #1 out of Holland, Michigan has voted as a group not to race under MHS in this year's Mackinac Race.

Chicago Stunned by Greased Lightning

Howard Robinson's J/30, *GREASED LIGHTNING*, topped a fleet of about one hundred boats for the Chicago Wake of the Fleet Season Series in the L.M.Y.A. division. In eleven races, *GREASED LIGHTNING* earned a fleet average of .909 — highest of any of the two hundred-plus boats competing under LMYA and IOR for seasonal trophies. Her average would have given her "Boat of the Year" honors but for the fact that she only sailed in eleven of the required fifteen races necessary to qualify for the award.



The Chicago-Mac Experience, 1980

When I agreed to crew for Terry Reagan in the Chicago-Mackinac Race last summer on his J/30, *MOODY BLUE*, I thought I knew what I was getting myself into. I figured I could handle a 330-mile race without much trouble, having had 14 years of racing experience in Long Island Sound. However, I was in for a few surprises.

The 1980 Mac race began off Chicago on Saturday afternoon, July 26. We had a 10-20 knot breeze right on the nose from Saturday until late Sunday night. The six of us — Terry, Greg, Rich, Mike, John, and I — alternated steering *MOODY BLUE* through the fairly steep chop.

By about 3:00 Sunday morning, I was ready for a little sleep, so I went below to "crash" on my bunk. After taking about 5 minutes of the pounding, however, I realized that unless I wanted to suffer from below-decks nausea, the windward deck was going to have to be my sleeping quarters for the night — a sobering thought. Four hours after I crashed, I was greeted with a cold wave-in-the-face — a sure sign that Rich was

falling asleep at the helm; so, I arose from the nonskid and took over the tiller.

The 10-20 knot northerly continued all Sunday and Sunday night. Early Monday morning the wind quit and a thick fog rolled in — giving us all a chance to relax (or so we thought) before journeying the remaining 80 miles. At about 10:00 a.m., the six of us were enjoying a donut and O.J. breakfast when we suddenly heard two long warning blasts off our port stern — a freighter. We got our fog horn and answered the freighter, then an ominous silence followed. Soon, two more loud blasts sounded — this time almost directly behind us. After debating what to do, we decided we had better crank up the engine and get out of the way; however, before we had a chance to start the diesel, we heard a third set of blasts — this time off the port stern again. Totally confused, we decided to sit tight, hoping (praying) that the freighter would safely pass. Sure enough, we soon heard the rumble of its engines off our port bow — we were safe.

Monday afternoon the fog gave way to a 5 knot southwesterly breeze and relatively clear skies. As we approached the Manitou Islands, we broke out the binoculars and tried to spot some of the boats in our MHS class to see how we were doing. Only a couple were ahead of us, and they had to give us time (Tartan 10s), the rest were behind. So, at this point we were quite confident of our position in the fleet.

At about 6:30 Monday evening, after Terry had hit the sack, we spotted a wall of low, dark clouds on the western horizon. Within twenty minutes, the huge squall line was nearly upon us, so we took down the chute and hoisted the 100% jib — preparing for a wild ride. Soon, a strong westerly blast shot us from a meager 1.5 mph to 8 mph and we were screaming towards Beaver Island on a broad port tack reach. John Bowen, our youngest crew member (14 years old), was on the helm and having the time of his life.

When the speedo broke 10 mph, we all celebrated; we were going twice as fast as any of us had ever dreamed of going two hours earlier. Our joy turned to consternation, however, when the speedo kept climbing... 11mph... 12 mph... 13... 14... 15... 16 mph! At this point, Terry popped his head up from below and asked what was going on. When he went to sleep, it had been a clear, harmless afternoon — now we were traveling 16 knots in the middle of a mean Lake Michigan storm. Without waiting for an answer, Terry quickly took over the helm.

For the next couple of hours, we just tried to keep on course without colliding with anyone or anything. Eventually, we reached Gray's Reef Lighthouse, rounded it, then jibed for Mackinac Island. The wind dropped to a steady 10-20 knots, so we had a swift, but relatively comfortable final run to the finish.

It turns out we beat the other eight J/30s and 10 of the Tartan 10s for a seventh overall in our class out of 25 boats — not bad, but not as great as we had hoped. However, after 333 miles of racing on Lake Michigan in late July, I was just glad to have made it.

—Phil Johnstone



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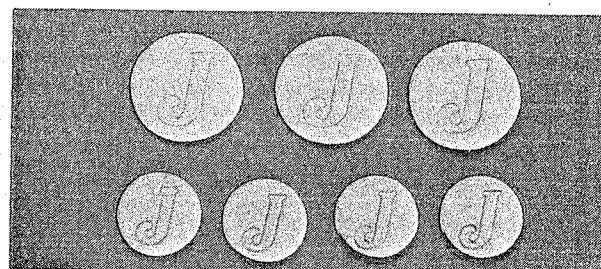
The "Bean" in action off Holland, Michigan.

New Class President is Also the Great Lakes Champ

Grand Rapids skipper Jim Stuursma raced his J/30, *JELLYBEAN EXPRESS*, to an overall first in the 1980 Great Lakes Championships held in Holland, MI in August. Sailing in everything from 30 knot winds to drifting conditions, Stuursma was incredibly consistent — finishing with two firsts, two seconds, and two thirds in the six-race series. Larry Dunville's *ORANGE CRUSH* placed second overall, with Doug Brant's *NEMESIS* (another Grand Rapids boat) taking third. Ray Lovett, sailing *DR. J*, finished fourth in the ten boat fleet followed by Jim Chambers' *FLUID CONNECTION*.

Courses of ten to fifteen miles were set for each race in Lake Michigan. The first day of racing featured eight foot waves while the third and final day there was barely enough wind to get off the two races. Competitors were each allowed to throw out the points from their worst race.

"J" Buttons



14 karat gold plated blazer buttons to complete the uniform. These are absolutely superb. Subtle, yet noticeable to the searching eye.

Maybe it's the flashes of light that bounce off the almost mirror smooth flat surface which draw attention to this nautical hardware.

A set consists of three large lapel buttons and four blazer sleeve buttons.

The price is \$25.00 for the set.

A check for the full amount must accompany your order to:

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Are You Ready to Race Your

J 30

This article by J/30 designer Rod Johnstone is based on his 1980 record of five wins in five major series entered in four different J/30s

The following is a list of questions having to do with preparing your J/30, yourself and your crew for successful results on the race course. Obvious factors in performance such as having a smooth bottom, good sails, and competent helmsman and crew are taken for granted. The questions below are particularly applicable to J/30 racing. A "Yes" answer to each question is good-right-positive. A "No" answer is bad-wrong-negative. This approach may strike you as being dogmatic, but it reflects how well prepared you are to win in your J/30.

1. Is the front face of the mast step between one and one-and-a-half inches aft of the molded vertical step in the cabin sole?
2. With no tension on the shrouds or backstay, does the mast hang against the headstay so that it gently touches the back side of the hole at the deck? (Not applicable to earliest hull numbers with long, rectangular deck openings).

When your shrouds are tensioned with no backstay tension:

3. Are your lowers as tight as your uppers?
4. Are all shrouds tight?
5. Is the rig centered in the boat at the spinnaker halyard?
6. Is your headstay tight?
7. Does your mast rake substantially aft but show less than one or two inches of induced fore and aft bend (prebend)?
8. Are your spreaders cocked up so that they bisect the angle they create in the upper shrouds at the point of support?

When your entire rig is tensioned with the backstay pulled down hard:

9. Is the headstay tight?
10. Does the mast bend evenly?
11. Are the lower shrouds tighter than the upper shrouds?
12. Was preliminary tuning and rig tensioning accomplished without tension on halyards or on the main boom-topping lift, or boom vang?

After tuning up the rig:

13. Did you wedge the mast tightly at the deck?
14. Did you check the mast for lateral straightness under sail on each tack upwind?

Regarding your sails and their trim:

15. Do your main, jib and genoas have open, straight leeches with the draft fairly well forward?

16. Can your mainsail be sheeted reasonably hard in moderate breezes without stalling the upper leech? (use telltale at the end of the upper batten pocket as an indicator).
17. Is your one-design spinnaker built for maximum power downwind with plenty of fullness?
18. Do you sail upwind with your traveller to windward and the tip of your boom slightly to leeward of centerline in light to moderate air?
19. Is your 40% LP genoa cut with a high enough clew so that it has proper lead to the genoa track?
20. Is your 105% LP jib cut with a low enough clew so that the leech does not curl against the shrouds when fully trimmed?

When sailing upwind:

21. Is everyone but the helmsman sitting forward of the cockpit and aft of the mast?
22. Do you go for speed prior to pointing up after a tack?
23. Do you set the main for a close reach until the genoa is trimmed after a tack?
24. Do you try to "foot" rather than "point" in light air?

When Reaching:

25. Is the backstay eased off?
26. Do you leave your headsail flying under the spinnaker in over twelve knots of wind?
27. Do you minimize helm by careful trimming of the vang in heavy winds?
28. Do you keep the boat flat?
29. Is the entire crew except for the helmsman stationed forward of the cockpit?

When Running:

30. Do you get the crew weight out to either side and forward near the shrouds?
31. Do you heel the boat slightly to windward?

Finally:

32. Do you rig telltales of cassette tape on the upper shrouds about seven feet above the deck as well as on the backstay above the split?
33. Do you have a masthead wind indicator?
34. Is your propeller aligned and banded so that one of the blades will not hang open?
35. Is all equipment of any significant weight stored forward of the cockpit while racing?
36. Is your holding tank empty?

Other questions may occur to you, but your "right" answers to the above questions will give you an indication of your present level of preparation on a scale of zero to thirty-six.

Rod Johnstone

Blue Blood Second at CORT, 1980

The Results

Boat Name	Skipper	Design	Cumulative Score	Place
ANTIDOTE	J. Foster	J/24	25.5 pts.	1
BLUE BLOOD	Johnstones	J/30	52.75 pts.	2
INCISION	Tattersall	J/24	78.5 pts.	3
ACADIA	B. Keenan	Pet 43	82.75 pts.	4
SLEUTH	S. Colgate	Frers 54	113.0 pts.	5
FANDANGO	D. Johnson	Swan 57	118.0 pts.	6
BLACKJACK	B. Shore	J/24	149.0 pts.	7
WHITE QUAIL	K. Norton	Swan 47	178.0 pts.	8
TROON	T. Davila	Whitby 45	206.0 pts.	9
TROPICAL WAVE	P. Haycraft	Veryl 33	280.0 pts.	10

The Story

The J/30 *BLUE BLOOD*, sailed by Rod and Bob Johnstone, finished second overall in the inaugural 1980 CORT (Caribbean Ocean Racing Triangle) sponsored by Barient of Menlo Park, California. In this ambitious new event, the J/30 made a champion's tour of the requisite three series that comprise CORT: The Rolex Cup Regatta in the Virgin Islands on April 4, 5, and 6; the BVI Regatta on April 11, 12, and 13; and Antigua Sailing Week, April 27 through May 3. *BLUE BLOOD* won her division and finished third overall in the Rolex fleet, won her division and won overall in BVI, and finished third in her division and fourth overall in Antigua.

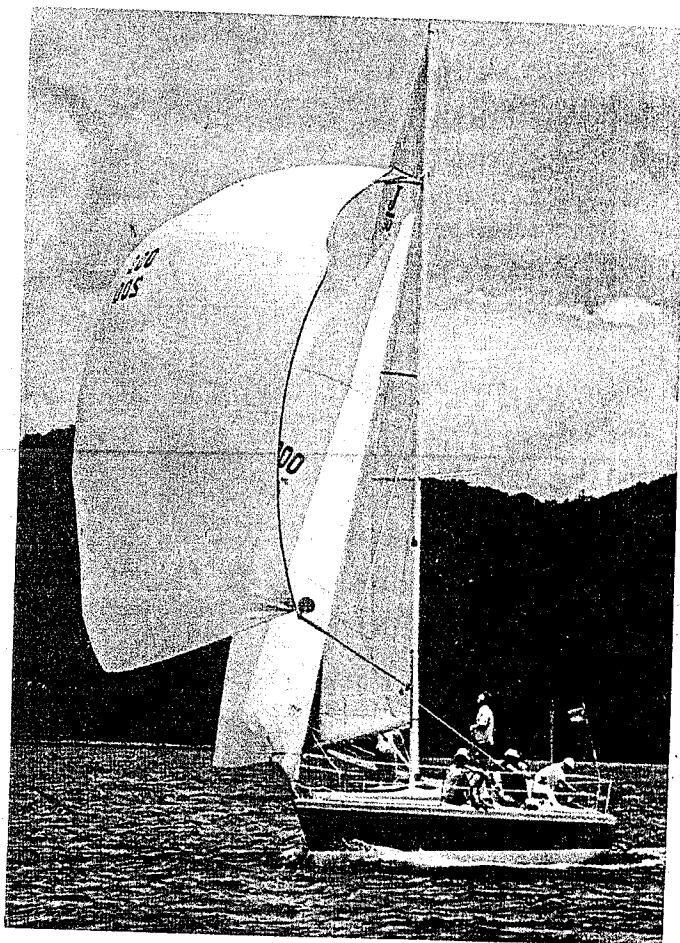
The Rolex Regatta provided some sunny skies, moderate 15-20 knot breezes and excellent courses, all of which helped boost competitive spirits among the sailors in the 75 boat fleet. *BLUE BLOOD*, skippered by J/30 designer Rod Johnstone, took Class B honors and placed an impressive third overall. In this series, Johnstone was especially pleased with *BLUE BLOOD*'S performance; she decisively beat the 32 to 36 foot boats in her class on elapsed time — which translated into 10-12 minute margins on corrected time.

In the BVI (British Virgin Islands) Regatta, held April 11-13 out of Tortola, Rod Johnstone sailed *BLUE BLOOD* to a first overall out of 94 boats. *BLUE BLOOD* led Division II all three races, including a fleet first in the 42-mile second race, which was sailed in high winds and squalls. Two Tartan Tens, *JIBARO* and *ECHO*, finished second and third respectively behind *BLUE BLOOD* in Division II. *BLUE BLOOD* beat *ACADIA*, the winner of the 1980 SORC, and outpointed John Foster's J/24 *ANTIDOTE* for overall honors.

Roberts Puts Santa Claus Regatta In the Sack

In his first big race on a J/30, Kent Roberts sailed his boat (hull #224) to an overall first in Pensacola's Santa Claus Regatta. Three J/30s, six Mega 30s, a Soverel 30, and two C&C 34s were among the 27 boats competing. The other two J/30s finished fourth and sixth in the PHRF handicapped race.

In the Antigua Race Week Series, Bob Johnstone sailed *BLUE BLOOD* to a third class and fourth overall. The five race series was sailed in good 15 knot tradewinds under sunny skies. *ANTIDOTE* was the overall winner, with *MISTRESS QUICKLY*, a custom 73, finishing second. Another J/24, *MAD HATTER*, finished third, followed by *BLUE BLOOD* in fourth.



BLUEBLOOD sports her superfat chute with 14.5 foot pole -- a very speedy modification encouraged by the West Indies Yachting Association Rule.

J/30 Class Association

PRESIDENT: Jim Stuursma
SECRETARY: Ann Stuursma
 2228 Elmwood St.
 Grand Rapids, MI 49506
 (616) 452-0959

CHIEF MEASURER: Rod Johnstone
 RD 1 Box 107
 Stonington, CT 06378
 (203) 535-2680

FLEET #	LOCATION	FLEET REPRESENTATIVES		
#1	Holland, MI	Joel Krissoff	1340 East Woodshire East Grand Rapids, MI	(O) 616-774-8421
#2	Marina Del Rey, CA	Dr. Bob Crum	323 North Prairie Inglewood, CA 90301	(O) 213-673-3600 (H) 213-476-7882
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#4	Western Long Island Sound	Peter Kelly	4 Monroe Ave. Larchmont, NY 10538	(O) 212-908-5836 (H) 914-834-6590
#5	Puget Sound Washington	Chuck Bailey	2612 S. 357th Federal Way, WA 98003	(O) 206-237-1809 (H) 206-927-1567
#6	Lake Erie Cleveland, OH	Gary Eby	12900 Lake Ave. Apt. 1828 Lakewood, OH 44107	(H) 216-226-3941
#7	Eastern Long Island Sound	Paul Connor	6 Prospect St. Mystic, CT 06355	(O) 203-536-8270 (H) 203-536-7575
#8	Portland, ME	William MacLeod	99 Morton Rd. Yarmouth, ME 04096	(O) 207-775-7461 (H) 207-846-5723
#9	Chesapeake Bay	Dr. John Farquhar	801 Middleford Rd. Seaford, DE 19973	(H) 302-629-2336
#10	Galveston Bay	Ken Davis	2717 Sunset Dr. Houston TX 77005	(O) 713-924-3183 (H) 713-664-8039
#11	Chicago	Howard Robinson	200 E. Delaware Rd. Chicago, IL 60611	(O) 312-782-7141
#12	Massachusetts Bay	Fred Heiman	66 Fairmont St. Arlington, MA 02174	(H) 617-646-3088
#13	Narragansett Bay	Robert V. Pierce	24 Mill St. Newport, RI 02840	(O) 401-846-8410
#14	Columbia River, OR	Scott Farleigh	1835 SW Collins Ct. Portland, OR 97219	(O) 503-222-5592 (H) 503-244-8261
#15	San Francisco Bay	Bill Irwin	1309 Reliez Valley Rd. Lafayette, CA 94549	(O) 415-938-3287
#16	Pensacola, FL	John L. Mathis	7419 Floyd Dr. Pensacola, FL 32506	(H) 904-476-0917
#17	Atlantic City, NJ	Barbara Henry	15 B. Crestmont Dr. Somers Point, NJ 08244	(H) 609-398-7394
#18	Detroit, MI	Robert Scoville	23760 Greater Mack St. Clair Shores, MI 48080	(O) 313-778-1501 (H) 313-886-4080
#19	Southeast FL	Robert Royall	6815 Edgewater Dr., #205 Coral Gables, FL 33133	(H) 305-665-8740
#20	Mid-Atlantic	Steve Robertson	P.O.Box 30153 Raleigh, NC 27622	(O) 919-782-5520 (H) 919-782-8739

IOR Rule Change Benefits J/30

At least we are making progress in one area of handicap racing. Because of changes to the IOR Rule effective January 1, 1981, the standard IOR rating of a J/30 is now 25.7, or one-tenth of a foot lower than before. This means that the great gods of handicapping have donated another 16.6 seconds around a twenty mile course toward conquering the foe. The reduction stems from a new formula for computing the Center of Gravity Factor (CGF).

The IOR Research Committee, which explores the future for IOR, has studied the feasibility of taking full hull lines to derive IOR ratings. Several measurement devices appear capable of taking lines in even less time than required for an IOR hull measurement and a computer program is under development which will locate IOR measurement points on hull lines stored in the computer. It now appears likely that the ORC will approve within the next few years the taking of full hull lines. The existing USYRU hull measurement devices will probably serve for this purpose. The clear advantages are that full hull lines provide accurate rating parameters and obviate the "bumping" of measurement points.

If the use of full hull lines for measurement replaces the current "point measurement" formula, the J/30 will rate much more favorably under IOR than those boats being currently designed to the rule. Will the rulemakers allow this to happen? I'll believe it when I see it, but there is no harm in keeping our fingers crossed.

Beat Those Bumpy Boats!!!

"We found out this year that we have a competitive IOR boat around the buoys. Anyone who tells you different is not sailing it properly; this is against custom Peterson, Holland and Graham & Schlageter boats."

—Jim Stuursma

Getting There Is Half the Fun

Fred Crowley from West Chester, Pennsylvania writes that "I raced in 54 races last summer. I sometimes won and always placed well. There was no gear failure; I am thoroughly delighted with the J.

"I can cruise to races all by myself when I don't have a crew. I have raced with as few as three and as many as ten on board."

Official J/30 Neckties

Without doubt, the finest neckware available anywhere. Brooks Bros. included.

There are three distinct patterns: White, International Orange, or Yellow insignias on a Navy Blue field.

These are custom made to exacting specifications by Hallifords in England and by Palm Beach in America.

They are available in lots of ten (10) for \$100 or individually at \$15 each.

Please specify quantity of each pattern desired, and please excuse any delay. The first 300 disappeared before the ad was ever written and the looms are working overtime to catch up.

A check for the full amount must accompany your order.

Mail to:

J/30 CLASS TIE
24 Mill Street
Newport, R.I. 02840

Please send me _____ ties. Enclosed is my check for \$_____ for _____ white insignia _____ international orange insignia _____ yellow insignia.

Mail to: _____ Hull # _____
_____ Fleet # _____

Consistent and Conservative

Ploch Beats Shifty Winds at Mid Winters

Mark Ploch steered Levon Pentecost's *AVATAR* through three days of tricky Northwesterlies off Fort Lauderdale to win the second annual J/30 Midwinter Championship. The host at Lauderdale Yacht Club treated the fourteen boat fleet to six Olympic courses of six to ten miles with excellent weather and a variety of wind strength.



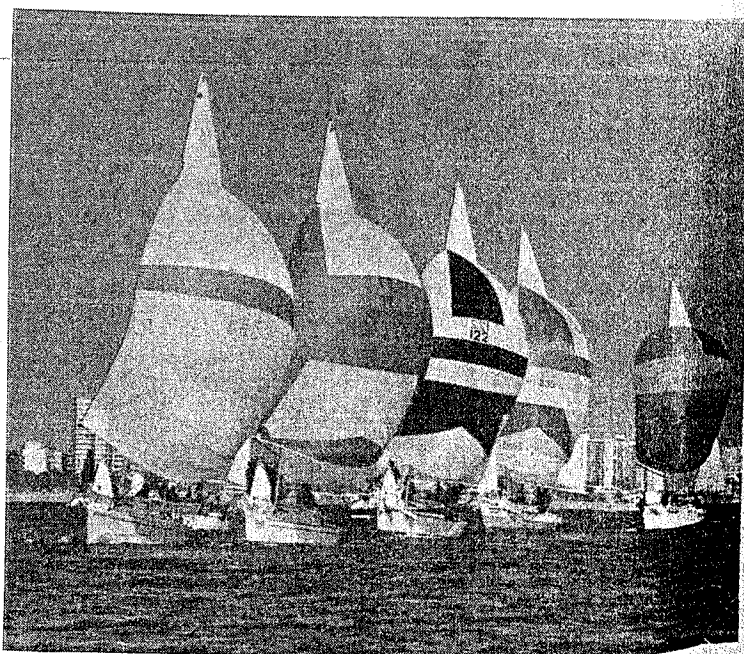
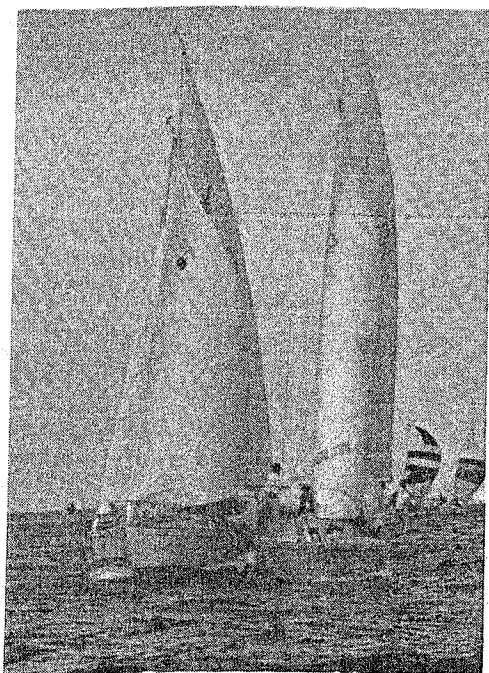
Bob Royall and Ethan Bixby in *BLUE J* traded the top two spots with Ploch the first day. The second day brought on a new set of front runners as Dick Tillman, sailing *CONTESSA*, and Cam Lewis, steering Charles Carricarte's *ANOTHER CHANCE*, outpointed the two leaders in the third and fourth races. Rick Carey of Key West, Peter Hartleb of Fort Myers and John Denton from Jacksonville led the fleet across the line in Race Three, but Hartleb had the misfortune of being disqualified on a protest.

After faring badly the first day, Tillman outpointed the fleet in the last four races and became the only two-time winner in the series. *CONTESSA* was converted from a roller-furling charter boat without headsail halyards to a "one design" during the ninety minutes prior to the start of the first race. Cleaning the bottom had to wait until that night.

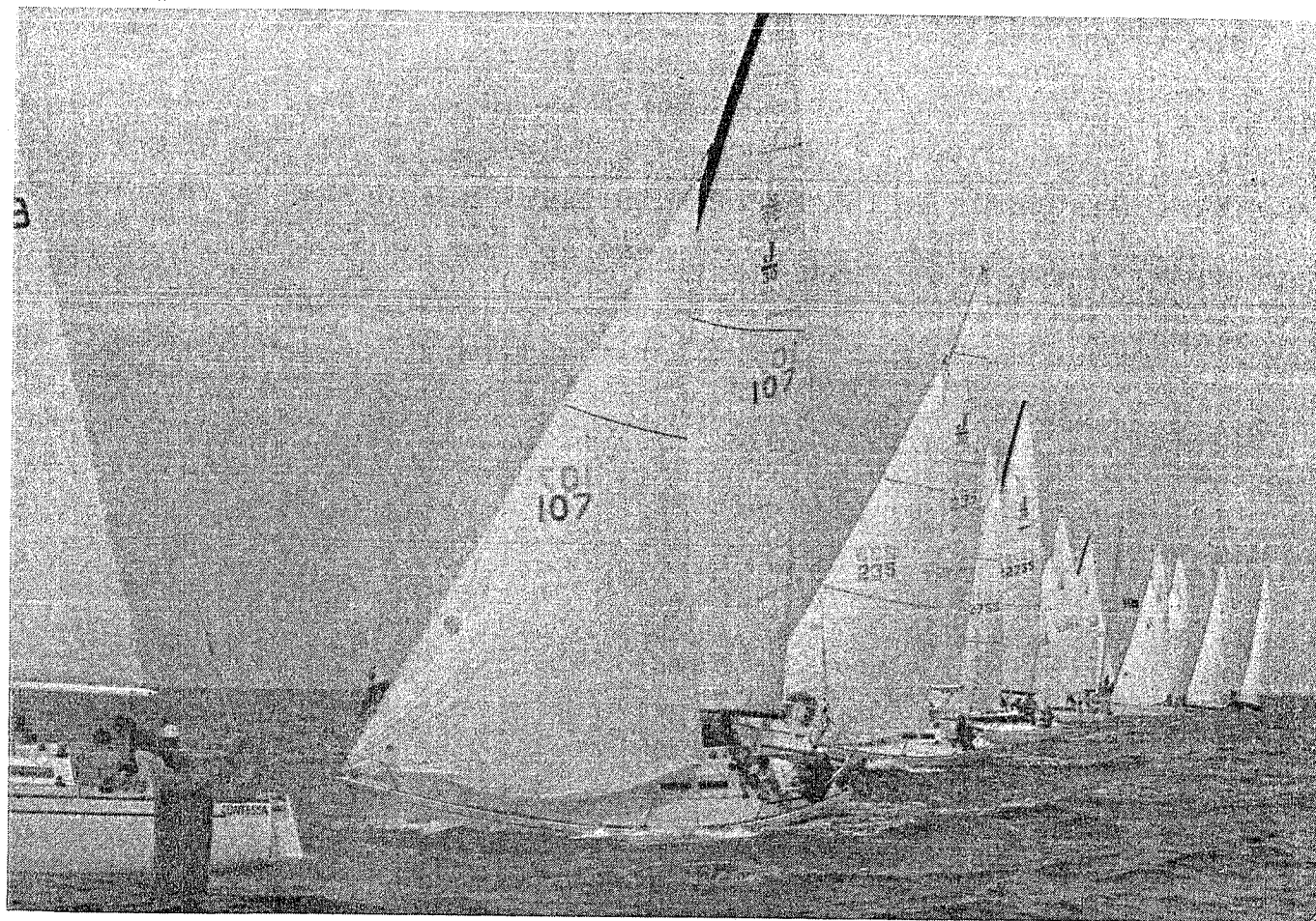
The final day featured two seesaw battles between the top six boats including a fine performance by Gerry Ross from Melbourne, Florida sailing *SLEIGHRIDE*. It was clear that Ploch won on consistency and conservative sailing in the shifty winds, and that everyone showed spurts of good boat speed. The fleet was so close on speed that all but one boat finished in the top five at least once. Ploch was the only skipper to place better than fourth in more than half the races.

Thanks to a superb job of organization by regatta chairman Tom Gleason and race committee chairman Bud Murton, the Lauderdale Yacht Club proved to be ideal hosts for such a J/30 event.

*Photos by
Steve Hartman.*



J/30 Mid Winters



Results —

PLACE	SKIPPER	HOME PORT	RACE POSITION						TOTAL POINTS
			1	2	3	4	5	6	
1	Mark Ploch/ Levon Pentecost	Jacksonville, Fla.	1	2	5	2	3	5	17.75
2	Bob Royall	Clearwater, Fla.	2	1	6	5	6	2	21.75
3	Charles Carricarte/ Cam Lewis	Miami, Fla.	8	4	3	3	1	4	22.75
4	Dick Tillman	Melbourne, Fla.	9	11	4	1	5	1	30.50
5	Skip Shaw	Ft. Lauderdale, Fla.	3	8	10	4	4	8	37.
6	John L. Mathis	Pensacola, Fla.	5	5	7	7	10	6	40.
7	John M. Denton	Bradenton, Fla.	7	7	2	9	9	10	44.
8	Wolfgang Klein	Coconut Grove, Fla.	6	6	8	11	7	9	47.
9	Rick Carey	Key West, Fla.	10	10	1	6	12	11	49.75
10	Gerry Ross	Melbourne, Fla.	14	13	9	10	2	3	51.
11	Steve Robertson	Wrightsville, N.C.	4	DNF	11	8	11	7	56.
12	Robert Parker	Key West, Fla.	12	3	13	14	13	12	67.
13	Peter Hartleb	Fort Myers, Fla.	13	9	DSQ	12	8	DNS	73.
14	Dick Panagos	H.I.S.C.	11	12	12	13	DNS	DNS	80.



Position	Event/Location	Rating Rule	Hull No.
1-cl;4-flt.	ECCA Spring Ocean Triangle; Cocoa Beach	PHRF	55
3-class	ECCA Canaveral to Ft. Pierce Ocean Race	PHRF	55
1-class	Stamford Denmark Friendship Race	PHRF	54
1-class	Yacht Haven Trophy Race	PHRF	54
3-class	Susan Hood Trophy Race; Toronto	IOR	28
1-cl;1-flt.	Double Bluff Race; Seattle	PHRF	
3-class	Cedar Point Spring Series	PHRF	76
1-class	Lake Ontario International	PHRF	96
1-cl;1-flt.	LYRA Regatta; Lake Ontario	PHRF	96
2-class	Freeman Cup; Lake Ontario	PHRF	96
1-cl;1-flt.	Burnham Park to Michigan City	IOR	69
2-class	Chicago to Michigan City	IOR	69
1-class	Fishing Bay Spring Series	MORC	105
3-class	ESSA Summer Series; MD	PHRF	12
1-class	Baltimore Invitational	PHRF	113
2-class	Glenmar Invitational; MD	PHRF	113
1-class	San Leandro YC-YRA	PHRF	128
1-class	Wrightsville Beach to Charleston	PHRF	188
1-cl;1-flt.	Cape Fear Race; NC	PHRF	188
1-class	Hi-Point Series #4; Newport, CA	SORD	38
2-class	CIYC Early Bird Race; Chebeague Island	PHRF	135
1-cl;1-flt.	4th of July Race; St. John's River	PHRF	33
3-class	Mayport-St. Augustine Race	PHRF	33
1-class	Lauderdale-Palm Beach Race	IOR	34
2-cl;3-flt.	Miami-Palm Beach Race	IOR	34
1-cl;4-flt.	TransMichigan Race	IOR	59
1-cl;2-flt.	Clearwater Windjammers Couples Race	PHRF	57
2-class	SYC Vashon Island Race; WA	PHRF	214
1	Polaris Trophy match race vs. Kirby 30; Nova Scotia		8
1-cl;2-flt.	Commodore's Cup; MI	IOR	58
1-class	Lake Michigan YRA Area IV Series	IOR	58
2-class	Buzzard's Bay Regatta	PHRF	252
1-class	New Haven Columbus Day Race	PHRF	108
1,2-class	Thames Commodore's Trophy	PHRF	123, 108
1-class	Mentor Regatta; OH	MORC	84
1-class	South Shore Regatta; OH	PHRF	84
3-cl;3-flt.	Faulkner Island Race; Larchmont	PHRF	42
1-cl;1-flt.	Manana Island Race; Portland		
1-class	Pensacola Santa Claus Regatta	PHRF	224
1-class	Kahlua Cup; Florida West Coast	PHRF	
1-cl;3-flt.	Rolex Regatta; Virgin Islands	WIYA	200
1-cl;1-flt.	BVI Regatta; British Virgin Islands	WIYA	200
3-cl;4-flt.	Antigua Race Week	WIYA	200

Mylar for the Number One Genoa?

J/30 Class Rules do not presently allow the use of Mylar sails for one-design racing. Recent developments in Mylar sail technology have forced the class to take another look at this issue. The J/30 Class meeting last February focused on the Mylar issue as being the most important aspect of class rules.

The discussion centered around whether Mylar should be allowed; if so, for which sails; and when any change should be implemented. The main "pro" argument for Mylar was that a well-built Mylar sail will have a longer life span than a dacron sail built for equivalent use with no noticeable drop in performance over a period of years. Secondly, the Mylar will retain its shape over the life of the sail, unlike dacron, which stretches out in time. Thirdly, the Mylar sail is somewhat lighter than its dacron equivalent and easier to handle and store. Because the Mylar sail can be designed and built lighter, it is more effective over a wider wind range, eliminating the need to buy light air headsails for handicap racing. A well built Mylar #1 genoa for the J/30 (probably 3.4 oz) would cover a wind range from near zero up to about twenty knots (apparent) effectively. In the words of one sailmaker, "Design development of the sails will evolve faster than the Mylar sail will wear out."

Another plus for Mylar is that the cost of a Mylar headsail is roughly the same as its dacron equivalent, and promises to be

relatively less expensive in the future. The Mylar triple threat of higher performance, greater durability, and equivalent or lower cost is convincing — but only in a qualified sense.

First of all, the above arguments for Mylar are fully applicable at the time only to the J/30 number one genoa. The number two and number three genoas would have to be built of two-ply Mylar material — which would make them far more expensive than the dacron equivalent with no noticeable increase in performance. As for spinnaker and mainsail, Mylar has not even entered the discussion stage. The only use of Mylar contemplated for 1982 will be for the Class Rule number one genoa. Along with that decision will also have to be a decision on change in cloth weight for that sail.

Secondly, construction details and proper laminating and testing is far more critical with Mylar than with dacron. Having the proper weight Mylar laminate for the stresses of intended use is critical to the performance life of the sail, as is proper location of reinforcing patches in areas of greatest stress and wear.

Because Mylar represents new technology in the art of sailmaking, the sailmakers who have had the most experience in developing this technology have a built-in sales advantage over those who have had little or no experience with the new

(continued on page 44)

THE SMOOTHER THE BOTTOM, THE FASTER THE BOAT.

The paint you put on the bottom of your boat should slow you down as little as possible.

And yet, most paints do slow you down a lot more than they should.

Because they're so thick, they cause tiny imperfections on the surface of the hull. You may not even see them.

But they disrupt the flow of water around the hull, and slow you down.

At a speed of 3 or 4 knots, a bump of less than three thousandths of an inch will begin to slow you down.

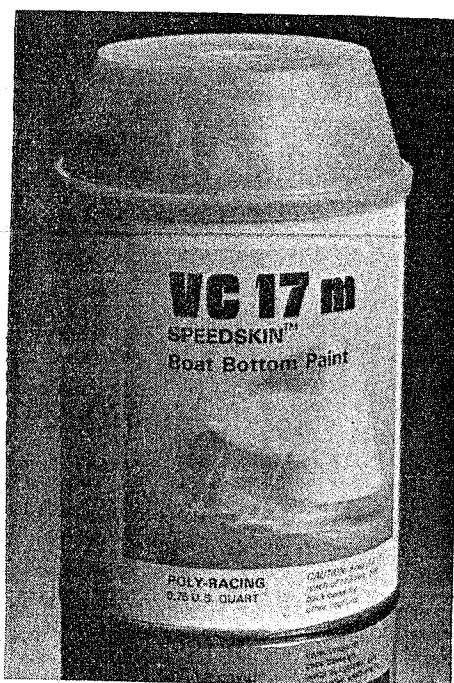
At 7 knots, it only takes a bump half as big as that.

In fact, the faster you try to go, the smoother your hull has to be.

To be sure that your boat performs at top speed, you can do one of two things.

You can completely strip and sand your boat each year to eliminate even the smallest imperfections, and continue to wet sand before each race you enter.

Or you can coat it with VC-17M Speedskin.



It creates a surface only one eighth as thick as other paints and requires no sanding.

And it keeps the surface smooth and free of bumps that slow you down in the water.

So your boat can go as fast as it was designed to go.

VC-17M has been proven to be as effective against growth as conventional antifouling paints. Even in places where temperatures and environmental conditions are extreme.

North American Champion used VC-17M in the J-24 World Championship. It is also being used in SORC, Admirals Cup and OSTAR.

For more information, contact Baltic Marine Products, Inc. 333 North Michigan Avenue, Suite 2315 Chicago, Illinois 60601. (312) 975-9444

VC-17M Speedskin. Probably the best boat bottom paint ever developed.

Winning Isn't Everything

I have recently completed my first long distance race in the J/30 *INFLATION* (hull #194) and can say that this was the best boat I have ever sailed. We didn't do particularly well in our fleet (8 out of 11 PHRF) because of a hole we fell into for 30 minutes on the first leg, but we were the first under-30' boat to finish from our club. This was no small feat as a Morgan 30/2 sailed away from us over the horizon while we sat in the above mentioned hole. We got the boat cranked up and finally passed the Morgan 30/2 about 5 miles before the finish. We all felt that we could have done extremely well if our luck had been better or we had been smarter and stayed to the left side of the course in a building westerly.

The night before the race, the winds on Lake Ontario were 25+ with gusts of 35-40 and seas of 6-8 feet of short wavelength. We went "sailing" under full main, gliding along over the wavetops at 6-7 knots — fantastic! Meanwhile, the masthead rigs were struggling with double reefs.

The accommodations are super, I wouldn't change anything and I'm 6' 3". This is probably the most comfortable under-30' boat I've ever slept in; even more so than the Carib 41's several of us have chartered in the Virgins.

I would recommend that the screw pins used in the mainsheet block and tackle system be replaced with pins using spring clips. Mine backed off — probably due to engine vibrations — and probably cost us the start of our first race.

I can't convey in a single letter my enthusiasm for the boat.

Every time we race we learn more and improve our position in the standings.

—Dick de Mauriac

Maybe Mylar?

(continued from page 43)

material. The question arises: Will adoption of the use of Mylar by the J/30 Class create a schism among the "haves" and "have nots" of Mylar sailmaking technology to the detriment of the class? Should we wait another year? On the other hand, might it not be better to lead the way as a class rather than be dragged along? There is a real problem of limited availability of Mylar material in the Spring of 1981, but rapid growth of quantity and sources should cure this problem by 1982.

The final objection to jumping headlong into Mylar is that owners would cry in anguish if legalization of Mylar came just after purchase of a dacron genoa.

So be forewarned!!! The J/30 Class will decide at its annual meeting at St. Petersburg Yacht Club in Florida on October 15, 1981, whether to allow the use of Mylar for the J/30 Class Rule #1 genoa. Also to be decided, if Mylar is allowed, is the new minimum weight for that sail. Comments, questions and opinions on this issue should be sent to Rod Johnstone, Chief Measurer, R.D. 1, Box 107, Stonington, CT 06378.

Official J/30 Blazer Emblem



This striking gold and red blazer emblem is handmade in India to such exacting specifications that it has taken three years to get it almost right. There's a limit, however, to how exact one can make the angle of the "J" or the width of the bar when handling heavy gold thread.

The monogram effect is first class. At International Yacht Racing Union meetings in London and at U.S.Y.R.U. meetings in Newport, just about everyone commented on how well it looked and other classes wanted to know our source.

The emblem is sewn onto a navy blue circular patch which blends into most standard navy blue blazers.

Please excuse any delay in delivery.

A check for \$25 each must accompany your order to:

J/30 Blazer Emblem

24 Mill Street
Newport, R.I. 02840

Please send me _____ emblem(s). Enclosed is my check for \$_____.

Mail to: _____ Hull # _____
_____ Fleet # _____

Schedule of J/30 Events

June 21-27 Storm Trysail Club Block Island Race Week
Storm Trysail Yacht Club, Larchmont Yacht Club, Larchmont, NY 10538. Tel. (914) 834-8857. (Must submit standard IOR Certificate).

July 4-6 Ida Lewis Yacht Club Invitational Regatta
Ida Lewis Yacht Club, Newport, RI 02840
Tel. (401) 849-7800. Arthur Murphy.

July 19-24 Edgartown Race Week, Edgartown Yacht Club, P.O.Box 1309, Martha's Vineyard, MA 02539, Tel. (617) 627-4361. Brandon Harrison.

August 6-8 Great Lakes Championship, Macatawa Bay Yacht Club, Holland, Michigan. Call Terry Reagan at Grand Rapids (616) 459-8181.

August 16-21 *Yachting's* Race Week at Newport, RI
Yachting, One Park Avenue 7th Floor, New York, NY 10016. (212) 725-7800. Bob Bavier.

Sept. 11-13 J/30 North American Championship, Newport, RI, Contact Robbie Pierce, 24 Mill Street, Newport, RI 02840, (401) 846-8410.

J/30 Sets Manana Island Race Record

Owner Jan Pederson skippered his J/30, *HEITORIK III*, to a record-breaking overall victory in Portland Yacht Club's 90-mile Manana Island Race on August 10 and 11. With his wife, Sue, navigating and their young son, Tor, manning the staysail, Pederson finished the race in 12 hours and 45 minutes (corrected time = 9:23:24). Pederson said, "We were literally planing on several waves, not just surfing, with bow waves cascading way above the lifelines and a long, skinny rooster tail way astern. A real wonder was that my .75 oz. chute took it! What a pleasure to have such an exciting performance boat, with so much comfort! Our average speed was 7.1 knots, quite remarkable for a 30-footer. We also established a new course record, by approximately 3 hours, which will be hard to beat!"

With this victory, his fourth of the 1980 season, Pederson clinched the Gulf of Maine sailing title in his class.

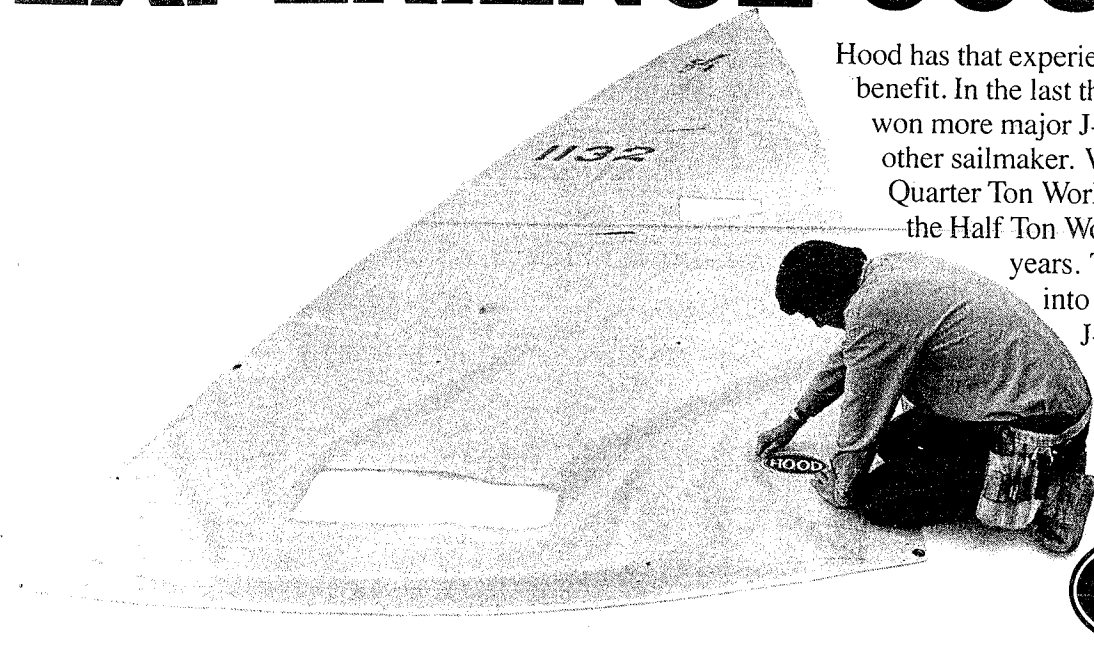
* Qualification for the North American Championship will be based on scheduled events to be published and mailed to owners prior to May 15. As of this date, events are planned for Narragansett Bay, Long Island Sound, Charleston, SC, Miami, Mobile, Houston, Holland, MI, Rochester, NY, California, Seattle, and Sandusky, OH.

Qualifiers may either bring their own boat or will have a local boat assigned by the host club at least one week prior to September 11. Qualifiers must bring their own sails. For information on qualification contact Ann Stuursma at the J/30 Class Office, 2228 Elmwood SE, Grand Rapids, MI 49506, Tel. (616) 452-0959.

EXPERIENCE COUNTS

Hood has that experience. And you get the benefit. In the last three years Hood has won more major J-24 events than any other sailmaker. We've won the last two Quarter Ton World's and dominated the Half Ton World's for the last three years. That experience goes into every J-24, J-30, and J-36 Hood sail.

Let Hood put you in the winner's oval.
Call us.



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International Lofts: Argentina, Australia, England, France, Italy, Japan, New Zealand, and West Germany.

Fleet #13 News

Narragansett Bay Fleet #13 met on February 19, 1981 to elect class officers and make plans for the 1981 racing season. Highlight of the agenda was planning for the 1981 North American Championship which will be held on Friday, Saturday and Sunday, September 11-13 with headquarters at the Newport International Boat Show.

It was decided that the qualifying event for the North Americans for the New England district will be Yachting's Race Week at Newport, August 16-21. This district includes the host fleet plus Massachusetts Bay Fleet #12, Gulf of Maine Fleet #8, and Eastern Connecticut Fleet #7. Any other J/30 owners from Nova Scotia to Stratford, Connecticut would be eligible to compete in the event. Because the host district is entitled to two qualifiers, it was decided that the top boat from Fleet #13 will qualify as well as the top boat from outside of Fleet #13.

The Fleet #13 racing schedule will consist of a series to be held over four weekends in conjunction with the NBYA One Design schedule as follows: Memorial Day Weekend at Tiverton Yacht Club; July 17-19 at Ida Lewis Yacht Club; Newport Race Week on August 16-21; and Columbus Day weekend. For details of these events, contact Fleet Secretary Barbara Roberts, 312 Laurel Avenue, Providence, RI 02906 or call (401) 456-4925. J/30s from everywhere are invited to join Fleet #13 for any of these races.

In other business, new Fleet Officers were elected for 1981 including: Fleet Captain Robert Brown, 3049 Main Road, Tiverton, RI 02878; Fleet Measurer Robbie Pierce, 24 Mill Street, Newport; Secretary Barbara Roberts and Treasurer Jamison Chase of Nanaquackett Road in Tiverton.

Official J/30 Shirts



These 50% cotton/polyester, LaCoste knit shirts are specially made and embroidered with the official J/30 Class Identification by Chesterfield.

In sizes small(S), medium(M), large(L) and extra large(XL), these fine shirts are available in white, navy, kelly or maize with contrasting insignias. They are available for \$19.00 per shirt. A check for the full amount must accompany your order.

J/30 Shirt

24 Mill Street
Newport, R.I. 02840

Please send me _____ shirts, size _____, color _____
_____ shirts, size _____, color _____
_____ shirts, size _____, color _____

Enclosed is my check for \$ _____

Mail to: _____ Hull # _____
_____ Fleet # _____

Membership Application Form

Mail to: J/30 Class Association
2228 Elmwood SE
Grand Rapids, MI 49506

I,
of
Telephone: (Home) (Business)

Hereby apply for (a) Full Membership

(b) Associate Membership

in the United States J/30 Class Association for the year 1981.

I am a member of club and interested in:

☐ Racing

☐ Cruising

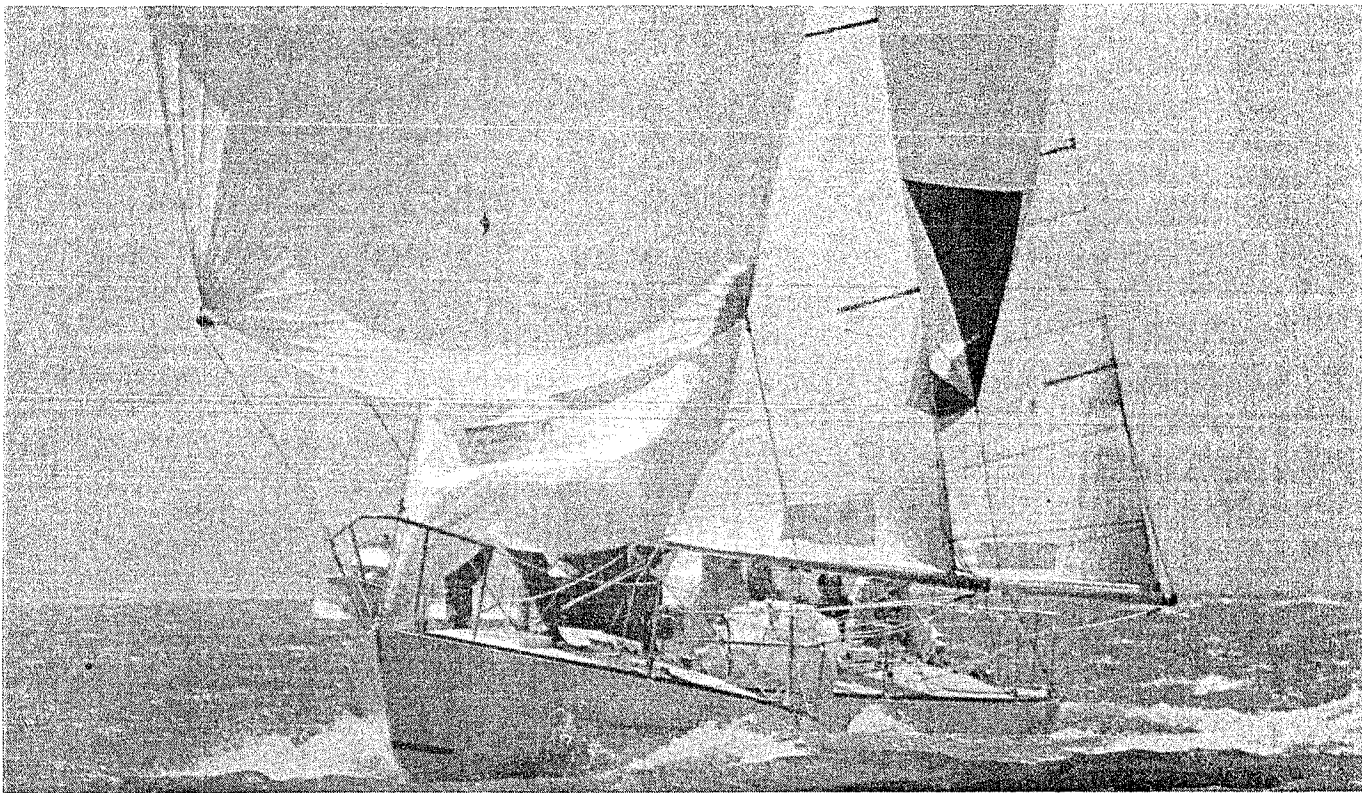
The name of my J/30 is

her sail number is and her hull number is

I enclose my remittance in the sum of \$ being Full Membership Fee (\$20.00)
Associate Membership Fee (\$10.00)

Signed

Date



Learn More In A Week

When it comes to sailing, one never stops learning. A good program in the right boat can teach you more in a week than you might otherwise learn in several years.

The Problem

As simple as the theory sounds, most sailing schools miss the boat. Solings, for instance, have balanced rudders, deep and narrow hulls and only small jibs. It takes an expert a full season to get the "feel" of the helm so as to know what to do with sail trim and rigging adjustment. Then, there's no overlapping genoa which is an important factor in most people's sailing.

Other schools offer instruction in 30-35 foot cruising auxiliaries. While these overcome the discomforts of hanging over the side and being wet most of the time, they are so sluggish that major sail trim and helming errors go by unnoticed.

The J/24 Solution

With the stability of larger boats and the performance of a dinghy, the J/24 is the ideal teaching platform. The large cockpit, igloo cooler, on board head and comfortable berths enable you to enjoy the amenities of a fun weekend cruiser.

J/24's help the instructors to teach. Being equal, the difference in performance is in how you are trimming and handling the boat. The J plays this information back to you immediately. Why not improve your sailing skills on our new fleet of J/24's?

"1st Rate" Instructors

J World instructors average more than fifteen years sailing experience in 470's Lasers, Windsurfers, J/24's, J/30's, Solings and Hobies. Drake Johnstone has been the director of both

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public and yacht club sailing programs over the past seven years. Stuart Johnstone was the U.S. Collegiate Sailor of the Year, twice All-American and is the dinghy racing coach at the U.S. Coast Guard Academy.

The Newport Program

Whether you are 17 or 70, a daysailor, racer, cruiser, crew or J Boat owner, aspiring women's or junior champion, there's something J World can teach you:

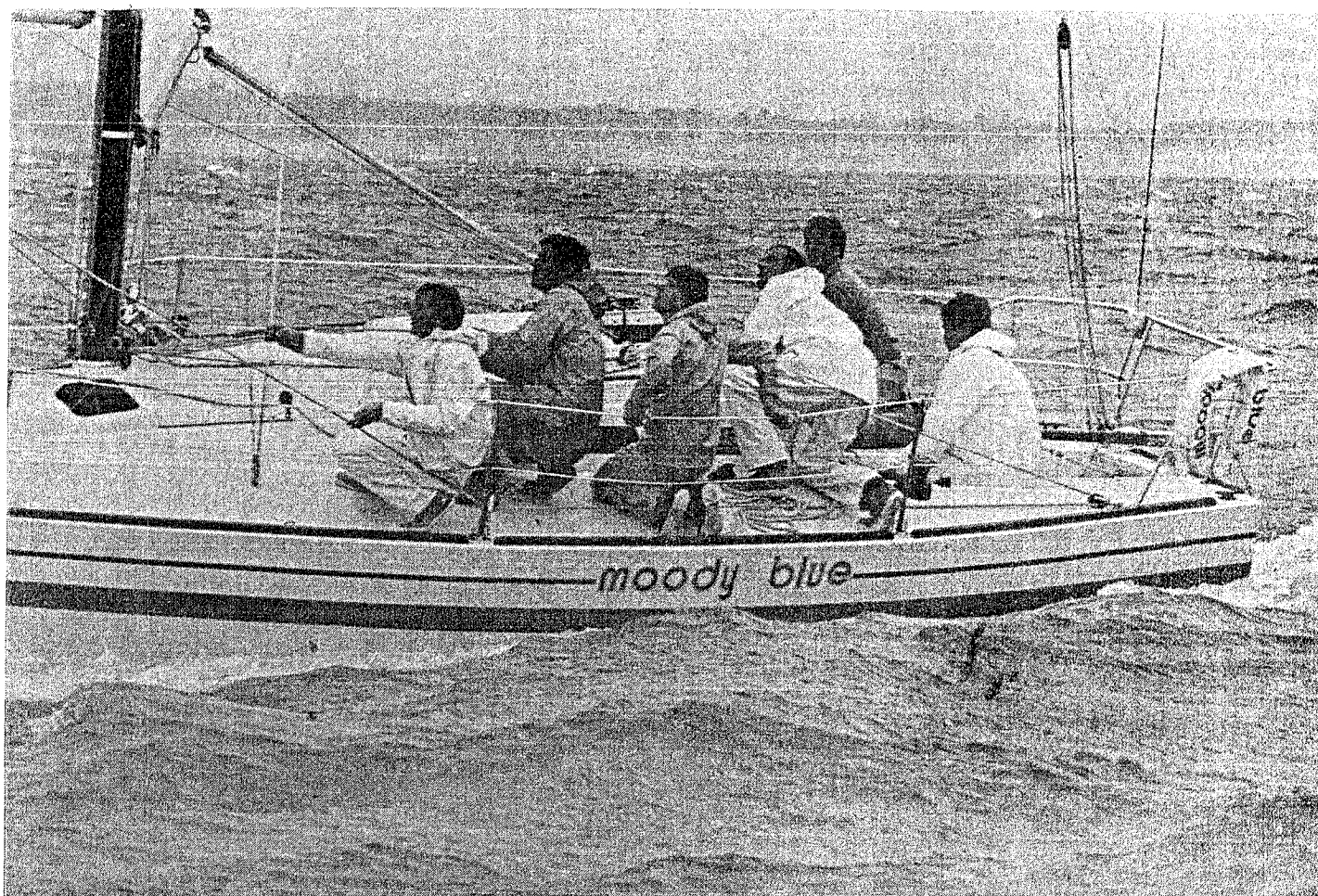
- The application of racing rules.
- Sail trim and handling of genoa and spinnaker.
- Starting, racing strategy and tactics, helming for speed.
- Tuning and adjustment of the fractional rig for optimum performance.
- Coastal navigation, seamanship, safety and heavy weather sailing.

J World offers eleven five day sessions in Newport, R.I. beginning on June 14 and ending on August 29. Students will arrive Sunday for an evening cookout. From Monday through Friday students will have six hours of instruction per day, with the evenings free to explore Newport's waterfront restaurants, shops and historic mansions. Each day the student will receive extensive practice in boathandling through the use of various drills and short course races. Near the end of the week all students will partake in the 24 mile around the island race - a fun way to apply your newly acquired knowledge on currents and coastal navigation. Tuition is \$395.00 (excluding room and board) . . . you won't make a better investment in sailing.

For applications forms, brochure and lodging details, please contact:

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(401) 849-5492

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The 1980 North American Champs (story on page 8).

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