



North Americans



JULY 25–28, 2013

BARRINGTON, RHODE ISLAND



BARRINGTON YACHT CLUB

On behalf of the entire Barrington Yacht Club Community, it is my pleasure to welcome all of the participants in the 2013 edition of the J30 North American Championship to our Club.

Led by Event Chair Chuck Stoddard, preparations have been made for what we hope will be a very successful event both on and off the water. During your stay, please feel free to make use of Club facilities.

Good luck during the competition, safe sailing and most importantly, have fun and enjoy the camaraderie.

Bob Manchester
COMMODORE
BARRINGTON YACHT CLUB



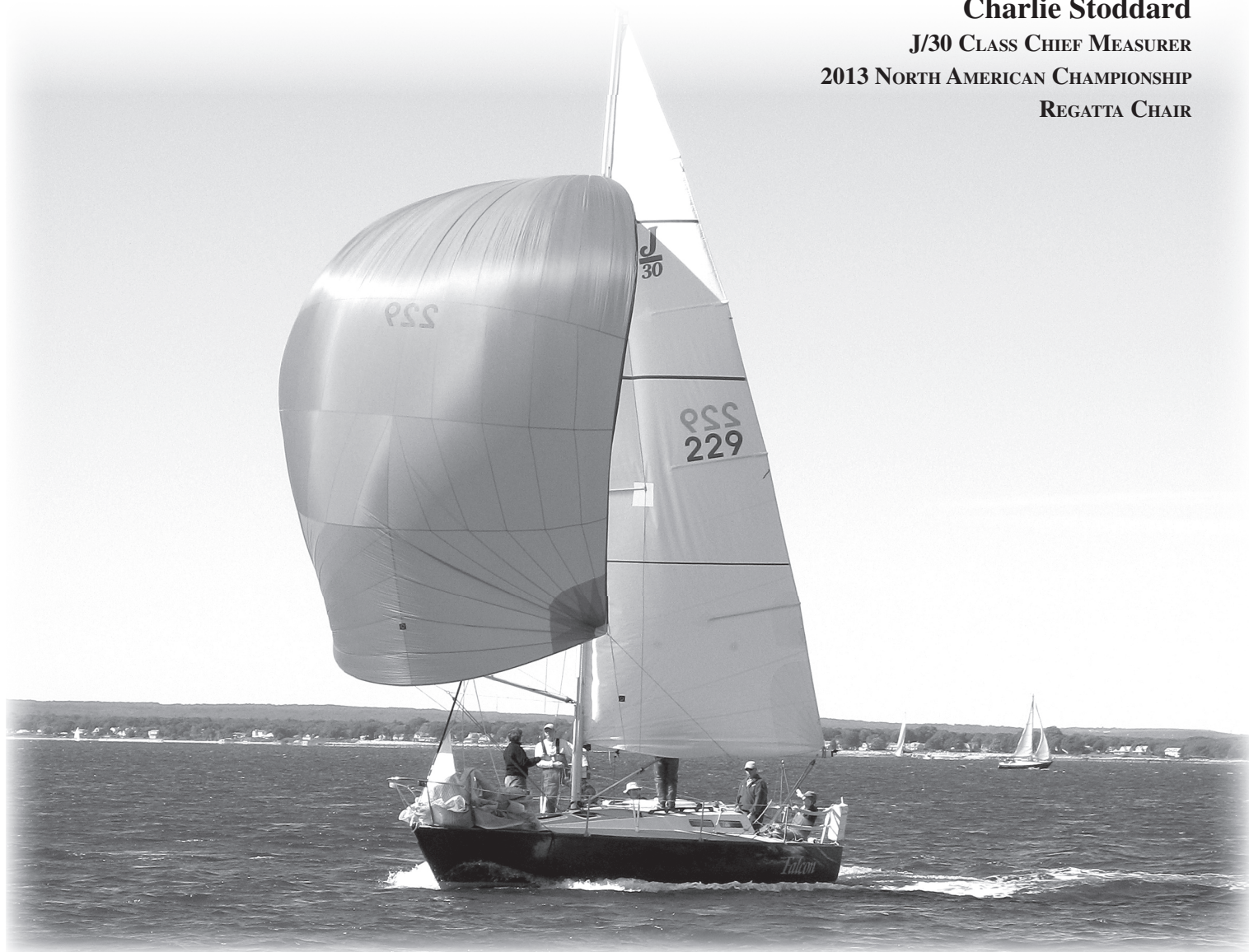
Welcome TO NARRAGANSETT BAY

On behalf of the J/30 Class Association, Barrington Yacht Club, and J/30 Southern New England District (Fleet 13) we are pleased and excited to host the 2013 J/30 North American Championship July 25th - 28th. We hope to make this a great experience for all competitors.

Narragansett Bay always provides challenging race conditions and historic Barrington, Rhode Island is a wonderful and fun summer vacation destination. There really is nothing quite like Narragansett Bay and the greater Newport-Providence area in the summertime. You'll be able to enjoy this experience and local flavor with planned events such as the New England Lobster Boil on Saturday.

Thank you for joining us.

Charlie Stoddard
J/30 CLASS CHIEF MEASURER
2013 NORTH AMERICAN CHAMPIONSHIP
REGATTA CHAIR





North Sails has become the worldwide leader in sailmaking through an ongoing commitment to making sails faster, lighter and more durable than ever.

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J/30 COMPETITORS

<u>BOAT</u>	<u>BOW</u>	<u>HULL</u>	<u>SAIL</u>	<u>SKIPPER</u>
Falcon	1	229	229	Charles Stoddard
Rhapsody	2	348	348	Bill Kneller
Blue Meanie	4	485	485	Steve Buzbee
Nemesis	5	435	435	Mark Rotsky
Wildcat	6	529	41230	Russ Atkinson
No Quarter Given	7	46	21	Mark Thornhill
Mmmmm	8	352	30735	Bob Rude
Smiles	9	115	30001	John McArthur
Fat City	10	76	22715	Carl Sherter
Blitz	11	122	122	Kevin Dakan

<u>BOAT</u>	<u>BOW</u>	<u>HULL</u>	<u>SAIL</u>	<u>SKIPPER</u>
Karinosa	12	304	30619	Steve Adkins
Magan	13	389	389	Jim & Chris Buydos
Margay	14	455	41694	Jon Burt
Jeroboam	16	496	496	Ken Deyett
Keltyk Knot	17	110	110	Patrick Kelty
Rocket J*	18	524	524	Randy Boyles
Good News	19	175	22978	John Howell
Wicked	20	323	323	Clare McMillan
Evelyn	21	179	23742	Luke Buxton
Excalibur	22	381	381	Charles Hurd
Presto	23	436	436	John Dennerlein

*Foot Loose hull 467 provided as loaner boat for *Rocket J*

J/30 SCHEDULE OF EVENTS

THURSDAY, JULY 25

0900-1700	Registration & Measurement by Appointment
1630-1800	J/30 Board of Governors Meeting
1800-1830	Skippers Meeting at BYC Clubhouse
1830	Opening Party at BYC

FRIDAY, JULY 26

0800-0900	Late weigh-in & Waivers (See NOR 3.4)
1100	Warning Signal - First Race
1830	Cookout at BYC

SATURDAY, JULY 27

1100	Warning Signal for First Race
1830	Banquet at BYC

SUNDAY, JULY 28

1100	Warning Signal - First Race
After Racing	Awards Presentation at BYC

Got Questions?

Vice Commodore Barrington YC
Dave Materne 401.245.1181

Logistics
Kathy Rotsky 201.310.6233

Race Committee
Ron Hopkins 401.431.9290

Measurement
Charlie Stoddard 401.965.2235

Barrington Yacht Club Office Manager
Roberta Sullivan 401.245.1181

NOTICE OF RACE

Organizing Authority and Host: **Barrington Yacht Club, 25 Barton Avenue, Barrington, RI**

1. RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing.
- 1.2 The J/30 Class Association Rules shall apply except as specifically changed in this Notice of Race or in the sailing instructions.
- 1.3 The J/30 Class Rule 5.14.1, Sailing Weight, the requirement for hull draft marks is waived. Sailing weight may be determined by measurement.
- 1.4 The J/30 Class Rule, 6.7 Crew Weight Limit, is modified by adding, "In addition to meeting the crew weight limit, boats must sail with the same number of crew in each race. Only crew substitutions declared by name and sailing date at registration will be permitted. Exception may be made in case of illness, accident or other special circumstances upon written application and approval of the race committee".
- 1.5 The Protest Committee may impose suitable penalties, other than a disqualification, for violations of the Class Rules or other non-Part 2 rules. This changes rule 64.1
- 1.6 Rule 63.1 and 64.1 will be changed to allow for an arbitration hearing and penalty for all breaches of Part 2 Rules. Arbitration procedures will be fully described in the sailing instructions.
- 1.7 The sailing instructions may change other racing rules which will be described in full in the sailing instructions.

2. ADVERTISING

- 2.1 Advertising is restricted as described in ISAF Regulation 20.5.3. Boats may be required to display advertising chosen and supplied by the Organizing Authority.

3. ELIGIBILITY, ENTRY and FEES

- 3.1 Open to J/30's having qualified to represent a J/30 District in accordance with District qualifying procedures.
- 3.2 Entry may be made on-line at <http://j30.us/na2013/> under the "registration" menu. Registration requires payment of a \$50.00 entry fee deposit with the entry fee balance payable by 1 June 2013, and late entry fee balance accepted through 19 July 2013. The entry fee includes the boat entry and social tickets for seven (7) people. Additional social tickets may be purchased in advance until 19 July 2013. A very limited number of tickets may be available at registration.
- 3.2.1 Entry and \$575.00 payment by 1 June 2013 (\$50.00 deposit plus \$525.00 entry fee balance due). US Sailing members with current membership are eligible to receive a \$25 entry discount when the balance is paid,
- 3.2.2 Late entry and \$675.00 payment after 1 June 2013 until 19 July 2013 (\$50.00 deposit plus \$625.00 late entry fee balance due). US Sailing members with current membership are eligible to receive a \$25 entry discount when the balance is paid.
- 3.3 To qualify as an entrant;
- 3.3.1 Completed entry form and fee by 1700, 19 July /2013
- 3.3.2 Meet ownership and class membership requirements, and by 1700, 25 July 2013,
- 3.3.2.1 Boat in the water and rigged.
- 3.3.2.2 Completed inspection and Certificate of Measurement.
- 3.3.3 Skipper and crew weigh-in and liability waivers signed by 0900, 26 July 2013.
- 3.4 Individual exceptions to the weigh-in, later measurement/inspection and signed release deadline must be approved by the Race Committee prior to the deadline. Requests for exceptions shall be in writing.

4. LOANER BOATS

- 4.1 A limited number of loaner boats will be available. Loaner boat assignment will be made in a round robin fashion, one boat per district using the order of districts listed in the J/30 Class By-Laws, until all loaner boats are assigned. The district governors are responsible for indicating the priority of loaner boat assignments for their district, based on individual district qualifying requirements. J/30 owners from the "Other" and "International" categories desiring a loaner boat should notify the J/30 Class President who will determine the priority of loaner boat assignments in those areas and represent them as a combined category assigned after "Eastern Great Lakes" in the round robin process. In order to be considered for loaner boat assignment, an entry form must be completed and regatta registration paid. Should a loaner boat not be available, the registration fee will be refunded. Loaner boats assignments will be made no later than 21 June 2013.

6. MEASUREMENT

6.1 Boats shall be presented for measurement between 0900 and 1700 Thursday 25 July 2013 by appointment. (Earlier measurement is available by appointment only upon application to the Regatta Measurer).

6.1.1 Contact Charlie Stoddard, Measurer (email cstoddard@fcxperformance.com) (mobile phone 401-965-2235)

6.2 Sail certification, crew weight-in and signing of waivers will be conducted during measurement at the host club.

7. SAILING INSTRUCTIONS

7.1 Sailing instructions will be available at registration and may be posted at <http://j30.us/na2013> under "Regatta Docs".

8. VENUE and COURSES

8.2 The regatta will be sailed in upper Narragansett Bay.

8.3 Courses will be windward/leeward with windward offset marks and leeward gates as described in the sailing instructions.

9. HAUL OUT

9.1 Boats shall not be hauled out during the regatta unless approved by the race committee upon written request.

10. SCORING

10.1 The low point scoring system, Appendix A will apply. One (1) race is required to constitute a regatta. When fewer than six (6) races are sailed a boats score will be the sum of her scores from all races, with her worst score discarded if six races or more are sailed.

11. PRIZES

11.1 First thru fifth overall and a trophy for the top all amateur skipper and crew. Additional awards or prizes may be given at the sole discretion of the Organizing Authority and may be based on criteria other than the competition.

12. DISCLAIMER OF LIABILITY and MEDIA RELEASE

12.1 Competitors participate in the regatta entirely at their own risk. See Rule 4, Decision to Race. The organizing authority and committee will not accept any liability for material damage, personal injury or death sustained in conjunction with or prior to, during, or after the regatta. A waiver shall be signed by all competitors and shall be considered one of the documents governing the regatta.

12.2 Competitors and crew members on competing boats grant, at no cost, the J/30 Class Association and the Barrington Yacht Club the absolute right and permission to use their name, voice, image, likeness, biographical material as well as representations of the boats in any media World-wide (being television, print, and internet media), including video footage, for the sole purposes of advertising, promoting, reporting and disseminating information regarding the J/30 North American Championship and the competitors and crew members participation in the event.

ADDITIONAL REGATTA INFORMATION

BERTHING - Limited complimentary moorings will be available on a first-come, first served basis in the mooring field in the Barrington and Warren Rivers with complimentary launch service. Reservations are required. During peak periods before and after racing, skippers are requested to have themselves and one other person ferried to their boats via the launch, then transfer the remainder of the crew at the Barrington Yacht Club dock. Due to the traffic anticipated, it is requested that dock time be limited and minimized as a courtesy to others.

BARRINGTON YACHT CLUB - Guest privileges will be established upon check-in for the entire crew. All areas of the club will be available to those with guest privileges. For more information, refer to the "logistics" portion of the regatta

For BYC information contact Roberta Sullivan, Office Manager at 401-245-1181.
email: roberta@barringtonyc.com

For regatta information contact Charlie Stoddard, 401-965-2235
email: cstoddard@fcxperformance.com

SAILING INSTRUCTIONS

Organizing Authority and Host:

Barrington Yacht Club, 25 Barton Avenue, Barrington, RI

1. RULES

- 1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing.

2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors will be posted on the main notice board at the Barrington Yacht Club.

3. CHANGES TO THE SAILING INSTRUCTIONS

- 3.1. Any change to the sailing instructions will be posted by 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 the night before it will take effect.

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be flown from the main flagpole at the Barrington Yacht Club.
- 4.2. When AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.

5. SCHEDULE OF RACES

- 5.1. The scheduled time of the warning signal for the first race each day is 1100.
- 5.2. After the first race of the day, to alert boats that a race will begin soon, the orange line flag will be displayed with one sound at least five minutes before a warning signal is made.
- 5.3. Flag A displayed with no sound, while boats are finishing means 'No more racing today'.
- 5.4. On the last day of the regatta no warning signal will be made after 1530.

6. CLASS FLAG

- 6.1. The class flag will be the J/30 class flag or alternately numeral pennant 1.

7. RACING AREAS

- 7.1. SI Appendix 2 shows the location of the race rendezvous and approximate race location.

8. CHECK IN

- 8.1. All boats shall check in by sailing by the race committee signal boat and hail her sail number until acknowledged.

9. THE COURSES

- 9.1. The diagrams in SI Appendix 1 show the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 9.2. No later than the warning signal, the race committee signal boat will display the course number, the approximate compass bearing and the distance to the first mark.

10. MARKS

- 10.1. Original marks will be orange tetrahedrons.
- 10.2. The offset mark will be a small inflatable mark.
- 10.3. Change marks used in conjunction with rule 33 and instruction 12.1 will be yellow tetrahedrons.

11. THE START

- 11.1. Races will be started by using rule 26.
- 11.2. The starting line will be between a staff displaying an orange flag and the nearby mark, or if a boat, a staff displaying an orange flag.

12. CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1. The change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the old mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

13. THE FINISH

- 13.1. The finishing line will be between a staff displaying an orange flag on the race committee signal boat and the nearby mark.

14. PENALTIES AT THE TIME OF THE INCIDENT

- 14.1. The first two sentences of rule 44.1 are changed to: 'A boat may take a One Turn Penalty when she may have broken a rule of Part 2 or rule 31 while racing. However, when she may have broken a rule of Part 2 while racing in the zone around a mark other than a starting mark, her penalty shall be a Two Turns Penalty.'

15. PROTESTS and REQUESTS FOR REDRESS

- 15.1. Appendix T 2.1 and T 2.2 apply.
- 15.2. Appendix T 5 (arbitration) applies.
- 15.3. The time limit for filing protests is one hour after the race committee signal boat docks. The protest time limit will be posted on the notice board.
- 15.4. Protest and penalty acceptance forms will be available at the protest desk near the Williams Room at the Barrington Yacht Club. Protests and requests for redress and/or penalty acceptance forms as required by rule T2 shall be filed there within the appropriate time limit.
- 15.5. On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2.

16. SCORING

- 16.1. The low point scoring system, Appendix A will apply. One (1) race is required to constitute a regatta. When fewer than six (6) races are sailed a boats score will be the sum of her scores from all races, with her worst score discarded if six races or more are sailed.

17. SAFETY

- 17.1. A boat that retires from a race shall notify the race committee as soon as possible.
- 17.2. The RC VHF channel will be announced at the skipper briefing and initially posted each day on the signal boat until the orange line flag is hoisted.
- 17.3. Competitors are reminded that Narragansett Bay contains restricted and deep draft navigation channels and that sailing vessels do NOT have right of way over vessels under power that may be restricted in their ability to maneuver. Participation in this regatta does NOT provide standing over vessels that have right of way .

18. DISCLAIMER OF LIABILITY and MEDIA RELEASE

- 18.1. Competitors participate in the regatta entirely at their own risk. See Rule 4, Decision to Race. The organizing authority and committee will not accept any liability for material damage,

personal injury or death sustained in conjunction with or prior to, during, or after the regatta. A waiver shall be signed by all competitors and shall be considered one of the documents governing the regatta.

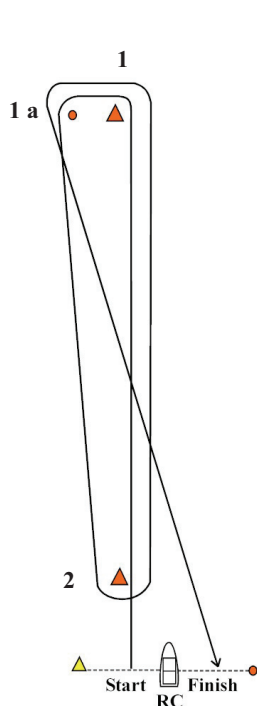
18.2. Competitors and crew members on competing boats grant, at no cost, the J/30 Class Association and the Barrington Yacht

Club the absolute right and permission to use their name, voice, image, likeness, biographical material as well as representations of the boats in any media World-wide (being television, print, and internet media), including video footage, for the sole purposes of advertising, promoting, reporting and disseminating information regarding the J/30 North American Championship and the competitors and crew members participation in the event.

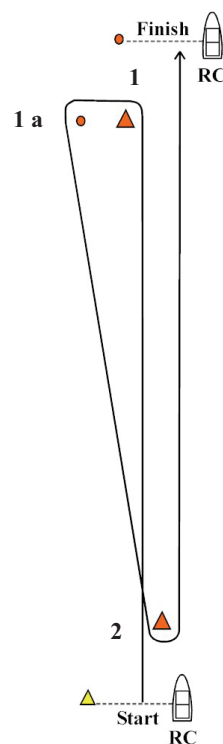
19. TIDE

Day	High Low	Tide Time	Height Feet	Sunrise Sunset	Moon Time	% Moon Visible
F 26	Low	4:28 AM	-0.4	5:34 AM	Set 10:11 AM	86
26	High	11:30 AM	5.3	8:09 PM	Rise 10:16 PM	
26	Low	4:53 PM	0.1			
26	High	11:55 PM	5.0			
Sa 27	Low	5:08 AM	-0.1	5:35 AM	Set 11:18 AM	78
27	High	12:23 PM	5.1	8:08 PM	Rise 10:48 PM	
27	Low	5:44 PM	0.5			
Su 28	High	12:46 AM	4.5	5:36 AM	Set 12:22 PM	68
28	Low	5:48 AM	0.2	8:07 PM	Rise 11:20 PM	
28	High	1:15 PM	4.8			
28	Low	6:44 PM	0.8			

APPENDIX 1 COURSE DIAGRAM J/30 North American Championship



Even number of legs



Odd number of legs

Course W2:

Start-1-1a-
Finish (Downwind)

Course W3:

Start-1-1a-2-
Finish (Upwind)

Course W4:

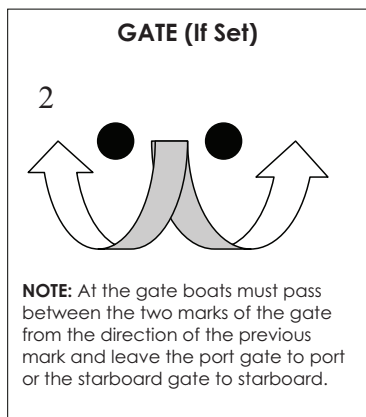
Start-1-1a-2-1-1a-Finish
(Downwind)

Course W5:

Start-1-1a-2-1-1a-2-
Finish (Upwind)

Course W6:

Start-1-1a-2-1-1a-2-1-
1a-
Finish (Downwind)



- Marks 1 and 1a shall be rounded to port. Mark 1a is an offset mark and will be positioned to port of mark 1.
- Except when there is a change of course, mark 2 will be positioned approximately to windward of the RC Signal Boat.
- For downwind finishes mark 2 is not a mark of the course for the first or finishing leg.
- For downwind finishes: the finishing line will be to the starboard side of the RC Signal Boat (facing upwind) to leeward of mark 2, unless a change is signaled for the finishing leg.
- For upwind finishes: the finish mark will be to windward of mark 1, unless a change is signaled for the finishing leg.

Board of Governors

Co-Class President –
Bill Kneller (Rhapsody – Hull #348)
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Founded by a group of independent, experienced sailmakers who shared a common vision, the Quantum Sail Design Group has been dedicated to overcoming the trend towards mass-marketing and mediocrity in the sailmaking industry. Today, Quantum has more than 60 sales and service outlets throughout the world, with European headquarters in Barcelona, Spain, and corporate offices in Annapolis, MD.

For local service in RI contact Steve Thurston at the Quantum loft located at 112 Tupelo Street, Bristol, RI 02809.

Steve is an experienced sailor who will be crewing on Falcon for the 2013 J/30 North American Championship.

Contact Steve Thurston at 401.254.0970 with your sail and canvass questions.

quantumsails.com



What a Difference a J Makes

Fulfilling those sailing dreams starts with finding the right boat that fits you - whether you aspire to day-sail close to home, cruise to distant shores, or take up the challenge of competitive sailing. Performance differences between sailboats are greater than differences between golf clubs, tennis rackets, skis or cars. There aren't many wooden or metal tennis rackets, skis or golf clubs in use anymore. That's because newer designs that perform better and are easier to use are MORE FUN! A well designed sailboat, like a good sports car, is an extension of its owner. It could take years of sailing other boats to learn the difference that good design and quality make to one's sailing enjoyment. Or you can save time and take advantage of what we've learned and designed into every "J."

We invite you to explore our site to learn more!

jboats.com

www.hallspars.com



Hop online and visit Hall's dedicated J/30 store.

Ordering is fast and easy so you have more time for the important things - like sailing your J/30.

HALL SPARS & RIGGING

33 Broadcommon Road, Bristol, RI 02809 USA

phone +1 401 253-4858

email info@hallspars.com

PUSSER'S RUM

Rum and the sea are inseparable, and no rum is more akin to the sea and the sailor than Pusser's Rum—the Original Navy Rum. For more than 300 years, from the earliest days of wooden ships and iron men, sailors of Great Britain's Royal Navy were issued a daily ration—or "tot"—of rum by the ship's "Purser" (corrupted by the sailors to Pusser's). Prior to 1740, the men's daily tot of Pusser's Rum was a pint a day, which they drank neat, that is without water! Before battle, they were issued a double 'tot', and always after victory for a job well done! From 1655 to the 19th century, Pusser's Rum was one of the few daily comforts afforded those early seamen of Britain's Navy as they fought around the globe to keep the Empire intact and its sea lanes open. It was not until July 31st, 1970 that the Admiralty Board abolished the daily issue of Pusser's Rum. "Times had changed", they said as they concluded that "in a highly sophisticated navy no risk for margin or error which might be attributable to rum could be allowed". And so it was that the daily issue of Pusser's Rum, which had stood the test of time as the Navy's longest serving tradition for over 300 years, was cast aside like a piece of flotsam and jetsam where it lay quietly until 1979.

Today's Pusser's Rum, known as "the single malt of rum" is still produced in exact accordance with the Admiralty's specifications for rum. Unlike most rums, Pusser's uses no flavoring agents. It is 100% natural. In 2001, Pusser's was awarded the "Gold Medal - World's Premier Dark Rum" at the International Wine & Spirits Festival. In 2003, Pusser's Rum won a "Double Gold Medal" at the San Francisco World Spirits Competition and a Gold Medal at the same festival in 2005.

pussers.com





Foley Fish is a funny little family business that has been around for four generations. We sell seafood to restaurants and specialty retail stores across the country, much like other fish processors, but we are unique in a couple ways, which we believe to be the key to our longevity. We like to believe we are different because we truly care...about our fish, our customers, our employees, our oceans and our industry. It is the extra steps, the attention to detail and an unwillingness to cut corners that makes our days perhaps a bit longer, but in the end, that much more fulfilling.

foleyfish.com

wound care
orthopedics
cancer care
heart care
vna
neurosurgery
diabetes management



primary care
weight loss solutions
surgery brain & spine care
maternity

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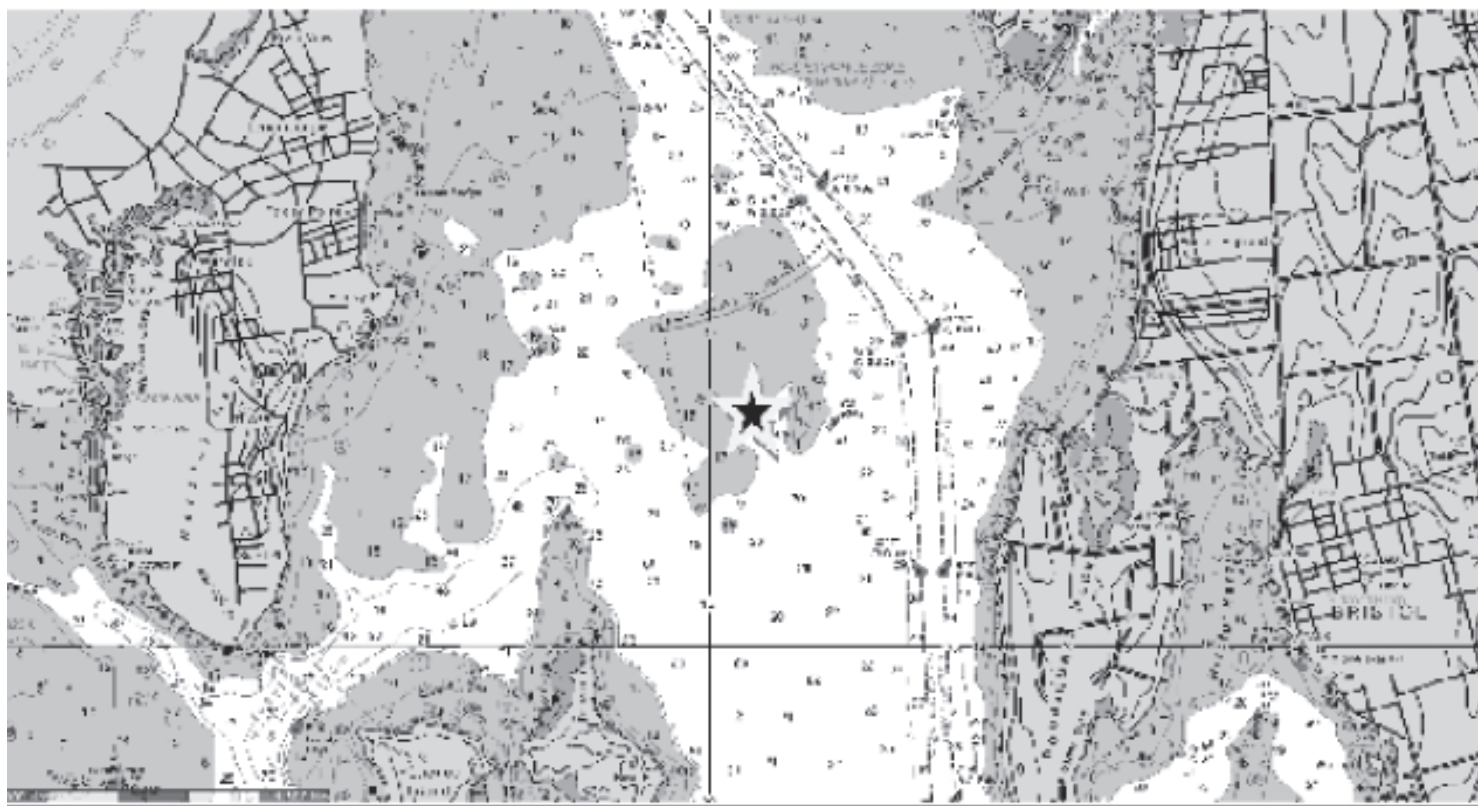
J/World - America's #1 Sailing School

J World is "The Performance Sailing School"
Regardless of your present skill level or the type of boat you prefer, training at J World will improve your performance as a sailor. Attending J World will teach you more about sailing than any other sailing school in the country.

The Racing and Cruising School - Since 1981, J World has taught over 30,000 people how to sail. And, each year more men, women and children from age 12 to 70 become captivated with sailing. Whether you're a beginning sailor or a racer seeking to improve your sailing performance, J World has a course to meet your goals. Current locations for J World's Sailing Schools include Annapolis, MD; Key West, FL; Newport, RI; San Diego, CA; and San Francisco, CA.

J/30 SAILING AREA

SI Appendix 2 - Rendezvous Location/ Race Area



Approximate Rendezvous
Lat/Long 41-41.42N 071-19.65W

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logo merchandise.

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2013 J/30 North American
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Blount Fine Foods, a family owned company, has been processing food since 1946. Its product line includes refrigerated and frozen gourmet soups for food-service and retail; as well as custom clam meat products and breaded seafood. Blount's gourmet soups and specialty foods are made with the finest and freshest ingredients, handcrafted by our dedicated team through unparalleled customer collaboration. Blount's customers include national restaurant chains who have their custom soup made for them according to their secret recipes. Similarly, the deli departments of many large and small supermarket chains have Blount create their hot-to-go soup selections as well as refrigerated store-brand pre-packed soup cups. Blount also carries a full line of Refrigerated and Frozen soups sold to Restaurants, Club Stores and Retailers nationwide under the Blount, Legal Sea Foods and Panera Bread brands. Blount specialty clam products are used by other famous soup makers, restaurants and retailers alike. The hallmark of Blount's success is a great team, known as 'Team Blount'. This team works hard to assure great customer service and impeccable quality. Blount has been the partner of choice for some of America's best-known foodservice distributors, restaurateurs, retailers, club stores and other food processors.

blountfinefoods.com

WATERLINE
SYSTEMS LLC ESTABLISHED 1988

Waterline Systems is a speed-shop, a repair/refit facility, and a licensed J/Boat builder. Before Waterline Systems rolled its first mold in the door, we had already spent over a decade building a worldwide reputation and client list as the go-to shop for race prep.

Since 1988, Waterline Systems has been helping sailors get the most out of their boats. Born in the back of a pickup, Waterline Systems has grown from fixing J/24s in parking lots to being a world-respected boatbuilder, boatyard, and speed shop. We do spend a lot of time in the shop getting boats up to speed, but we haven't strayed far from our roots. We are still fanatical about one-design sailing, and we will see you at the starting line!

waterlinesystems.com



ESTABLISHED 1938

CELEBRATING 75 YEARS OF EXCELENCE

Stanley's Boat Yard is a family-owned and operated full service marina. Our 75 years of experience offers a superb combination of tradition and technology. We provide quality results for the most discerning mariner. Our Yard is staffed by full time, highly trained professionals who's dedication to service will exceeded your expectations.

We invite you to come visit us and experience the difference for yourself.

stanleysboatyard.com

MACK BORING
& PARTS COMPANY
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Welcome to Mack Boring & Parts Co.

For 90 years, we have been a reliable, industry-leading supply chain partner for diesel and related products. Discover how we can optimize your power and propulsion systems and processes. Mack Boring provides new, rebuild, parts and repair services for Yanmar engines and transmissions. If your J/30 needs engine or transmission work, contact Mack Boring with facilities in Union NJ, Middleborough MA, Wilmington NC, and Wauconda IL.

mackboring.com



EBCS Marine

performs yacht surveys for buyers and sellers
of vessels of all sizes and styles, both power and sail.

The Tiverton RI based company is centrally located, with travels ranging from Annapolis, MD to Southwest Harbor, ME. Low pricing, clear & concise reports, and fast report turnaround has placed EBCS Marine at the top of their field. Owner/Operator Jim Hilton calls upon a lifetime of recreational and professional boating experience. Jim brings a unique talent set as veteran of the US Coast Guard, a graduate of Massachusetts Maritime Academy, former Hinckley Service Manager, Travelers Yacht Claims & Survey Technical Specialist, Licensed USCG Master of 100 Ton Vessels, and nearly a decade of surveying experience on vessels of all sizes. **Contact EBCS Marine via email**

ebcs@cox.net or call 401-864-7161

ebcsmarine.com



Oldport Marine Services

located on Sayer's Wharf in Newport can provide the parts and service to maintain the Yanmar engine in your J/30. Oldport diversifies itself by offering a number of other aquatic services. Staffers build and repair boats, install engines, and run a water taxi that zips customers across the city faster than riding on the back of a sea serpent.

Email meredith@oldportmaine.com
or call Oldport at 401-847-9109.

oldportmarine.com



Sandy Bottom is a refreshing carbonated coconut rum cocktail with natural lemonade and lime flavors. Sandy Bottom was created by Annapolis entrepreneur Sandy Mazza, while cruising the Chesapeake Bay. Her friends loved the fizzy pale pink cocktail and now Sandy Bottom can be enjoyed more widespread as a pre-mixed cocktail. Sandy Bottom is sold in a 100% unbreakable aluminum bottle can. This pre-mixed cocktail bottle chills fast, stays cold longer, and is great for your boating enjoyment. Sandy Bottom is Gluten Free and serves 3 cocktails per bottle at 112 calories/per cocktail. Sandy Bottom is "The Only Reason To Get Off Your Bottom."

Produced in America. Bottom's Up!

sandybottomdrink.com



Challenge Electronics, Inc.,
is a Full Service Electronics Center,
specializing in two-way Communications,
Marine Electronics Systems, GPS Navigation and
Satellite Communications.

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dedicated sales and technical service specialists have
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challengeelectronics.com



**The J/30 Class Association has partnered with
West Marine and is now a member of the
West Marine affiliate program.**

At West Marine, our goal is to make your boating more fun. Along with offering a huge selection of boating gear and services, our friendly and knowledgeable team of experienced boaters are genuinely committed to serving all your boating needs. Our Mission is to be the best supplier of boating-related products and services that provide outstanding value to every Customer. We are committed to providing the best possible customer experience, so that each and every Customer regards us as an outstanding company and rewards us with their business. We will provide an open, supportive, challenging, team-oriented environment where our Associates can achieve job satisfaction, professional and personal growth, and be compensated based on company and individual performance. We will work to conserve marine resources, reduce our impact on the environment, and promote boating.