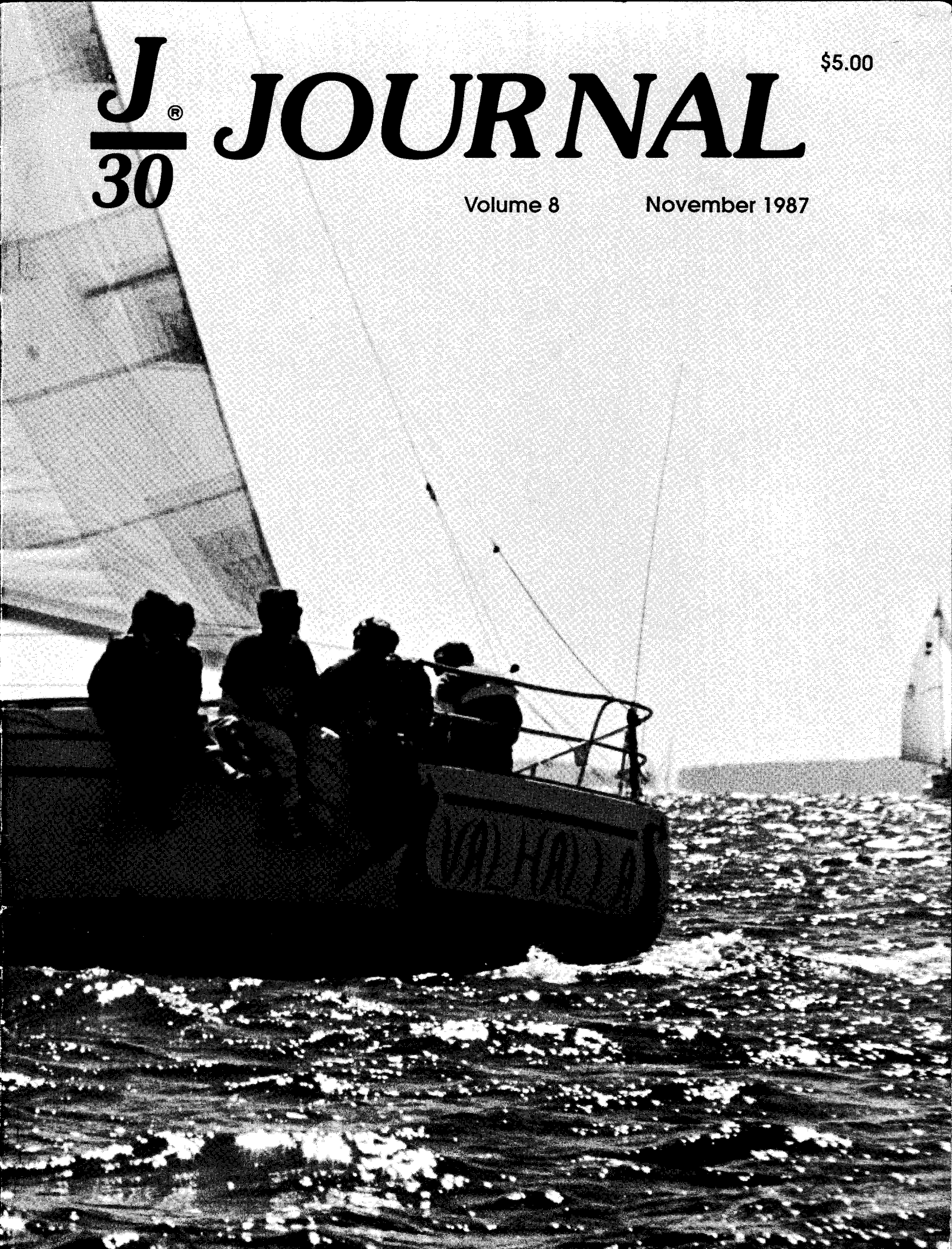


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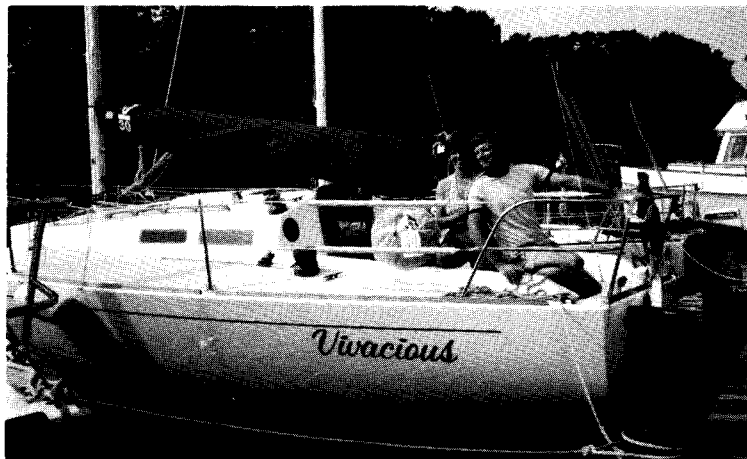


Greetings To All J-30'ers

**Ron
Peterson**



**Terri
Munz**



Terri and Bill Munz

FOR HELPING MAKE JOURNAL #8 POSSIBLE THANK:

Frank Adshead	Sue from "J" Boats
Jane Babbitt	Jeff Lawson
David Berg	Mike McGuirk
Gordon Coleman	Bill Munz
Russ Cardoza	Steve Nichols
Dan Darrow	Robert Oxnam
Peter Hadcock	Karinna Paape
Ray Hales	Ann Peterson
Dale Jepsen	Terry Rapp
Rob Johnstone	Paul Welles III

This issue of the J-30 Journal has been pieced together from your letters we've received, reports from various districts and some people who have finally relented to submitting articles and pictures. Photos seem to be the most difficult to obtain since black and white photography has become almost obsolete.

To produce a booklet-type magazine has been somewhat difficult for me as this task involves waiting for bits and pieces of information and fresh ideas from countless sources. To ease the strain, Teri and I have decided to switch to quarterly reports in 1988 as follows:

January 1988: Report on Board Meeting and proposed new J-30 and paparazza of the North American.

March, 1988: Mid-Winter Report and District plans for Spring and Summer.

July/August, 1988: District Reports, pictures, cruises and first information on American Yachts Clubs (Western L.I.'s) hosting of the 1988 North American.

October 1988: Final Cruising and District Reports. Most members desire more frequent contacts and we will do so.

... for all the pictures and articles we did get — Thank you! And... Please! Please! Please! Keep the information rolling in for the next newsletter!

This journal is being dedicated to the "High Side Riders." At some point in almost all our lives, we have spent segments of time on the high side. Without the hours of devotion, without the many times of seemingly non-participation, our J-30's could not sail as easily or nearly as fast. To be constantly alert, to spring into action and prevent any degree of screwups, only to return the "highside" is above and beyond. Steady input... "He's up! He's down! And there's a lift ahead. Now it's a header. There's the mark! We're high; we're low. He's going to corner. I think we should cover!" Constant input is needed by helmsman and trimmers to make decisions. Yet how often this constant chatter goes unacknowledged. To those past, current and future...

HIGH SIDE RIDERS *Our Greatest Thanks!!*

Drop us a note or call us for information and leads regarding all facts of the J/30. We have a partial listing of several vessels for sale and some equipment. My request for help particularly is for pictures and articles.

Thank you

RON PETERSON - President
TERRI MUNZ - Secretary Treasurer

J-30 Reports

CHESAPEAKE BAY FLEET REPORTING

The Chesapeake Bay J/30 fleet is off to its best start in history as measured by members of boats (40), race participants (22) and general interest in our class, with new additions outnumbering returnents by 4-1!!!

Many miles of early season cruising were logged by several fleet members on the fabulous "upper Chesapeake" where March-April-May splendor and breezes



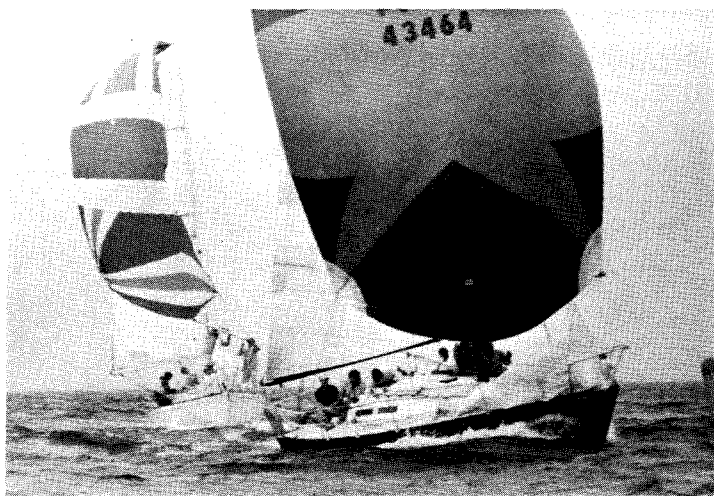
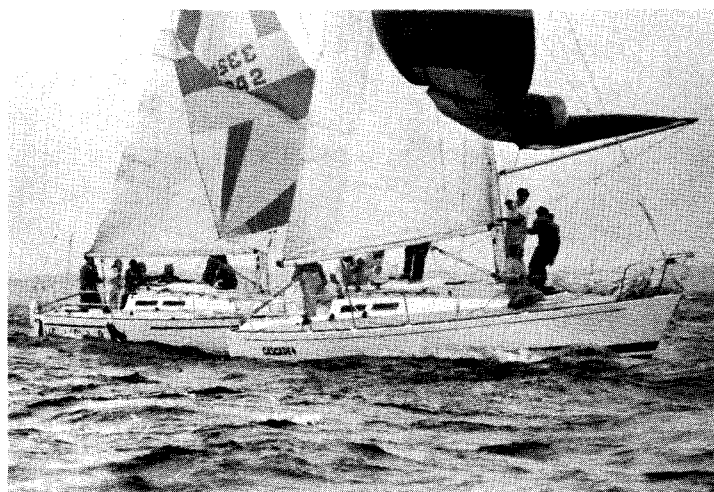
are only surpassed by the eagerly awaited fall cruising season. A fleet cruise during that period is in the planning stages.

An ambitious racing season of 22 one-design starts from May thru October, including Olympic, round government marks, and day and night point-to-point racing was kicked off with a very successful on-the-water clinic sponsored by Doyl-Allen Sailmakers. The first five closed course races were designated as our North American qualifier series.

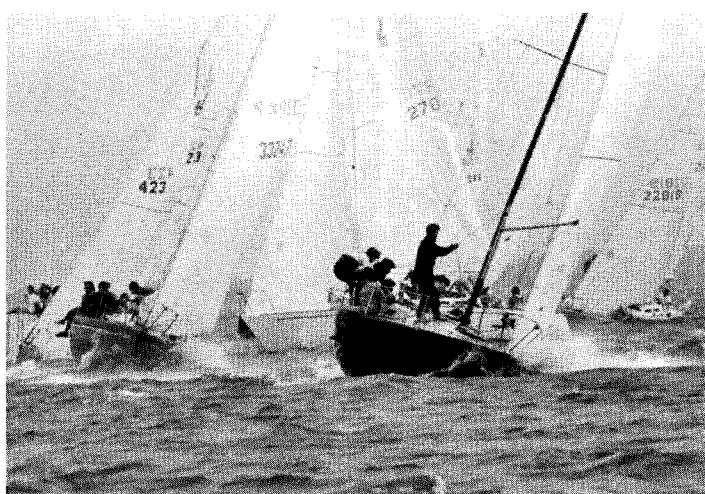
Defending NA champ, "BeBop", with John Aras and Bill Rutsch, topped the list of qualifiers with their 3-2-14-1-1 performance in the five race, one throwout series. Long-time fleet member Larry Potter in his new "Spectator", hull number 545 and long-time fleet member (and National Class President) Ron Peterson in "Valhalla" hull number 12, tied for second place

honors. Fleet Captain Jeff Lawson's "Beef Trust" was 4th. In all, 19 boats were scored in the qualifier series.

The season to date has been characterized by unusually light air for early season racing (#3's have



not been out of the bag) and only a couple of thunderstorms one of which hit the rafted fleet mid-party after the Annapolis to St. Michaels race (the raft survived in-tact). Most encouraging for the future of the fleet has been the participation of new-to-racing "Vivacious" and "Mischief" and new to fleet members "Tiger", "Avalanch" and "Encounter" who have helped



maintain the average race participation of 12.6 boats. Best of all, our 10 races to date have been won by 7 different boats!
See you in Newport!...

1987 J/30 NORTH AMERICAN QUALIFIER SCORES • 20-Jul-87

	Q 303 May 2	Q 307 May 9	Q 310 May 16	Q 317 May 30	Q 322 Jun 21	Q NAQual Score
Bebop	3	2	14	1	1	6.50
Speculator	5	11	5	2	2	14.00
Valhalla	2	3	10	3	6	14.00
Beef Trust	4	1	7	5	10	16.75
Gunsmoke	1	7	12	9	7	23.75
Insatiable		6	9	6	8	29.00
No Respect		8		4	3	31.00
Peaches	12	4	13	11	5	32.00
Vivacious	9	9	3	13	11	32.00
Tiger	6	DNF	6	7		33.00
Roadrunner	8	10	8	10		36.00
Wooly Bear	DSQ	5	2			37.00
Das Boot	11	12	DNF	14	4	41.00
Jazz		DNC	4	8		42.00
Avita		DNC	1		DNC	46.75
Avalanche	10		11			51.00
Encounter		13			9	54.00
T.J.	7					54.00
Mischief	DNC		15	12	DNC	57.00
Superstar						63.00
TBE						63.00
Whimsey	DNC		DNC	DNC		63.00
ENTRIES	15	16	17	15	13	

J-30 Reports

**From The No-So Carolina Fleet
Gordon Coleman, Fleet Captain**

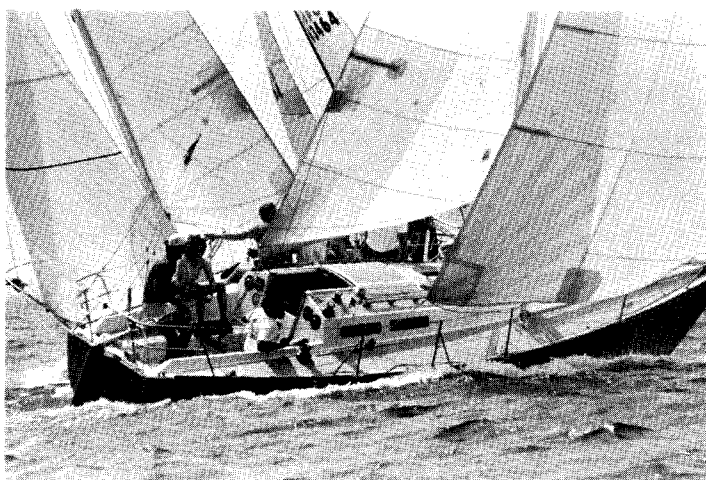
*Memorial Day 12987 Regatta -
Beaufort, North Carolina*

Began Thursday with an overnight race from Wrightsville Beach to Beaufort - 90 miles, took 18 hours.

Five (5) J/30s competed in the PHRF event IDLE DICE, P. Welles took third, just 15 seconds in front of BLUE PRINT, J. Stirewalt

Friday night's raft up was Mediterranean Style at the dock in front of NCYRA headquarters in Beaufort. Beaufort is a newly renovated historic town used as a landfall to traffic Northbound-Southbound on the Atlantic Coast.

The three day ocean triangle series was sailed in light air. Of the eleven (11) boats racing PHRF, seven (7) were J/30s with a 135 rating, reports Paul Welles...



Results:

I	<u>DOUBLE JEOPARDY</u>	B. Raney, G. Coleman, Wrightsville Beach Ocean Racing Association
II	<u>HOT ROD</u>	R. Hales, WBORA
IV	<u>J DOE</u>	J. Busby, WBORA
V	<u>IDLE DICE</u>	P. Welles, III, WBORA
VI	<u>BLUE PRINT</u>	J. Stirewalt
VII	<u>BODACIOUS</u>	M. Horner, Washington YC
VIII	<u>GREEN MACHINE</u>	D. Gottovi, WBORA



OFF SHORE IN A J-30

In the Spring of 1984 we sailed to Bermuda and back in our J-30, *Temerity*. (*Our trip down was described in a previous issue of this magazine.*) My purpose here is to tell what we did to prepare our "stock" J-30 for the trip.

I imagine many of us hesitate to do any off-shore sailing in the mistaken belief that only "world-class" sailors with 70+ foot boats should attempt a trip of this nature. The four of us who sailed on *Temerity* are hardly "world-class". However, due to the excellent design and construction of the boat (and its preparation), we completed the whole cruise, including a crossing of the Gulf Stream in 60+ knot winds, without any major problems.

When we bought *Temerity* she was in very good condition, but almost completely unequipped. (The spinnaker blocks were still sealed up in their plastic bags!) This meant I had to install a lot of equipment, but it also meant everything ended up the way I wanted it.

Our first priority for going off-shore was safety, so we started by trying to secure everything down below so it couldn't come loose, even in a knockdown. With this in mind we installed four rotating tabs around

"Due to the excellent design and construction of the boat (and its preparation), we completed the whole cruise, including a crossing of the Gulf Stream in 60+ knot winds, without any major problems."

each of the plywood covers under the berths, put a snaphook on the anchor well and bolted a board over the batteries to hold them in place. We even installed a hook on the step compartment to hold it closed. (This is also handy to keep the step from flying open when you have to get at the engine.) We made nets of string and shock-cord to hold our books in place. (I

didn't want to repeat an earlier experience when a beam sea threw all the books in the windward bookcase onto the sole, in spite of a single shock-cord.) We also used shock-cord to keep the tool-box and first-aid kit in place on the shelf over the engine. Another thing I should have done was to secure the water tank the same way I did the batteries, because it came loose during a storm later that summer. It held for our Bermuda trip however, for which I am very thankful.

We kept our stainless-steel flatware in plastic roll-up holders, which we stored in the table. All the rest of our cooking utensils were either in Tupperware boxes or in the side cupboards, the doors of which were se-

"We had whistles attached to our life jackets and wore personal strobes at night."

cured by drilling a 1/8 " hole through both doors (while they were closed) and inserting a cotter pin in this hole.

On deck we installed "jacklines" (I used dog-run cables) on both sides of the boat running from the spinnaker pole down-haul padeye on the foredeck back to the padeyes for the spinnaker sheet turning-blocks. We all wore harnesses (clipped to the jacklines) and PFD'S whenever we were on deck. When the conditions became so severe that we thought we might have to abandon the boat, Alice, my wife, even kept hers on down below. (A very good idea.) We clipped on before coming up on deck, because we all felt off-balance while we climbed through the hatch. Even with jacklines the harnesses were a huge nuisance, always getting caught around something or somebody, but we were all glad to be wearing them, and felt much more secure doing so. We had whistles attached to our life jackets and wore personal strobes at night.

We attached a man-overboard pole with a drogue and strobe-light to the horse-shoe. We rented a life raft. Each of us had our own copy of man-overboard and abandon-ship procedures before we left so we would be familiar with them. We had a man-overboard drill the first day, and learned a lot by doing it. We didn't practice abandoning the boat, but we discussed it at length before we left. (I didn't want to

"We had a man-overboard drill the first day, and learned a lot by doing it. We didn't practice abandoning the boat, but we discussed it at length before we left."

start talking about sinking in the middle of a storm!)

We had an "Emergency Bag" (a waterproof duffel) with the Handheld VHF, flare-kit, etc., which we kept handy in the port quarterberth.

In case we were forced ashore I had Coast Pilots for everywhere from Maine to the Florida Keys. As it turned out we didn't need them, but the "Bluenose II", a 120' schooner, was forced to run 300 miles in the storm we encountered on our way to Bermuda, so this was a real possibility.

Finally, I got two buckets with lanyards attached for emergency bailing, and had wooden plugs for all

"The only hole we actually plugged was in the head sink, which turned into a geyser and shot water onto the ceiling as we surfed at 20+ knots!"

through-hull openings. The only hole we actually plugged was in the head sink, which turned into a geyser and shot water onto the ceiling as we surfed at 20+ knots! I should have plugged the engine exhaust, and

was lucky and relieved that no water got into the engine that way.

I wanted to be sure we had enough fresh water for the four of us for three weeks, which was twice as long as I thought it would take us to get to Bermuda (it actually took exactly 5 days.), so we connected the holding tank (which had never been used) to the original water tank increasing the total capacity to over fifty gallons. (I thought two and a half gallons a day should be enough for the four of us.) I also put a "T" in the supply line to the toilet, ran a hose from it to the galley foot-pump, and added a second pump (hand operated) in the galley for fresh water. The idea was to use salt water for rinsing dishes, etc., and having a hand pump encouraged us to use less fresh water than if it were hooked to a foot pump. All of this worked so well we were able to take freshwater showers on

"The rudder was subjected to tremendous strains in the storm we encountered on the way down, and I'm sure my use of the autohelm with its lack of "give" is especially hard on the bearings."

our return trip from Bermuda. We also had 15 gallons of emergency fresh water in plastic jugs that were tied to each other so we could grab them if we had to go into the liferaft. We kept these in the rear of the cockpit.

I added a leading tab of about four inches to the rudder. I had found without the tab there was too much tiller pressure in heavy conditions. It worked quite well, making it much easier to steer in strong winds, and not taking away any "feel" in light ones. Before the trip I checked all the rudder hardware and replaced the pins, but I also should have replaced the pintles and gudgeons, because we found a hairline crack in one of the pintles after we arrived in Bermuda. The

rudder was subjected to tremendous strains in the storm we encountered on the way down, and I'm sure my use of the autohelm with its lack of "give" is especially hard on the bearings.

We still had the original 1979 mainsail, so I used the trip as an excuse to get a new one from Hallett sails (which was excellent!) and got a 160% genoa which

"As you get near Bermuda the Loran becomes less accurate, often setting you as much as five miles away from your actual position"

we lacked. In the extreme conditions we had on the trip down to Bermuda, I thought we needed a third reef in the mainsail, as we were overpowered with a double reefed main and no headsail at all. Since then, however, I have sailed downwind in a full gale with just the #3 jib (which can be poled out, even when reefed) and now feel that is what we should have done. We did sail upwind in around 40 knots with the #3 alone, and it worked very well.

I got an extra pair of jib sheets, one of which got lots of use as a preventer. I also got a couple of snap-

"I still remembered to check our position with the RDF as we got close to Bermuda, and I'm glad I did, because we were headed straight for the shoals north of the islands!"

hooks to keep the cockpit seats closed. This is especially important on the starboard seat because if you use an autohelm it tends to flip the seat open. At sea we closed the bow vent.

Navigation appears to be pretty simple on a trip from

Boston to Bermuda, since all you have to do once you get around Cape Cod is head for the Northeast Breaker buoy, 640 miles away, and with a good Loran it's even easier. However, as you get near Bermuda the Loran becomes less accurate, often setting you as much as five miles away from your actual position. Our Loran worked pretty well (in spite of getting soaked) but I still remembered to check our position with the RDF as we got close to Bermuda, and I'm glad I did, because we were headed straight for the shoals north of the islands!

As another backup to the Loran I had a sextant on which I had been practicing (using an artificial horizon) in my back yard. I thought I was doing fairly well with it, but was off by as much as 30 miles at sea! It takes lots of practice to learn to use a sextant well, especially in a small boat.

"The best weather information is the off-shore forecast which is given at various times and frequencies each day"

The best weather information is the off-shore forecast which is given at various times and frequencies each day. I had the best luck using 6506 on SSB at (GMT) 1000, 1600, and 2200. This is the offshore forecast for the entire North Atlantic and includes the latest position of the west wall of the Gulf Stream as well as all warm and cold eddies. However, see the note about using a tape-recorder to record the broadcasts.

Bermuda Preparations -1- 1984

As to Charts, we found the "Yachtsman's Guide to the Bermuda Islands" by Michael Voegli to be very useful once we got to Bermuda. His chart-sketches are accurate and up-to-date. I took along a detailed

chart of St. George's and several overall charts of the Islands, and while necessary, they weren't as helpful as the Guide once we got there.

I won't list all of our tools and extra supplies, except to mention that WD-40 was even more useful than I thought it would be, and got most of our wet electron-

"To avoid buying food in Bermuda (expensive and a lot of trouble to transport to the boat) we put most of our staples for the whole four weeks on board before we left Hingham"

ics going again. Also, our second anchor (another 22 Lb. Danforth) was a real boat-saver a couple of nights when it blew around 55 knots in St. George's harbor.

Everything else was done more in the interests of comfort and convenience than safety or survival. Some ideas worked well and some didn't, as I'll describe.

We stored an enormous amount of food around the outside of the bins under the berths. In fact, in order

"We used dry ice and it worked very well, making the ice box so cold it froze the beer the first day."

to avoid buying food in Bermuda (expensive and a lot of trouble to transport to the boat) we put most of our staples for the whole four weeks on board before we left Hingham, and had plenty of room for everything. We made a list (with a location) of everything on the boat, and this was very helpful for finding things. The only problem with storing things around the outside of the plastic bins was that it was hard to get canned goods out in rough weather. First, you had to lift out the bin. Then, after you took out whatever you wanted, you had to try to get the bin back in place

without the other cans tumbling down in its way. Also, sometimes somebody was sleeping on the berth. We soon learned to get out the cans we needed all at once.

We should have double-wrapped all paper containers in plastic bags, because a lot of stuff got soaked with a combination of diesel fuel and salt water while we were crossing the Gulf Stream.

On the forward bulkhead we have a "Force 10" heater. I picked that particular one because it burns diesel fuel so I can refill it from the extra tank we keep on board. It does a great job of heating things up, and since the supply tank is in the head just off of the mast,

"We should have double-wrapped all paper containers in plastic bags, because a lot of stuff got soaked with a combination of diesel fuel and salt water while we were crossing the Gulf Stream"

uses very little space. It has two small faults, however. One is that it's quite noisy, and the other is that you can't adjust it up or down much. Otherwise, it's excellent. (I mounted a little electric fan next to the chimney to move the heat around.)

The off-shore sleeping arrangements were planned with the idea that no more than three of us would be using the berths at the same time. This meant we could eliminate one quarter berth and both V berths, so we used the port quarter berth for sails and emergency equipment and stored duffle bags and spare sleeping bags in the forecabin. We installed canvas lee-cloths (tied to the overhead hand-rails) on both main cabin berths. This worked pretty well except it was difficult to sleep, cook, and relax in the main cabin all at the same time. It might have been better to use both quarter berths for sleeping to free up the main cabin, but it's hard to get in and out of the port quarter

berth, and anyway, I wanted to keep the emergency equipment there. The motion made it impossible to sleep in the forecabin much of the time.

We used dry ice and it worked very well, making the ice box so cold it froze the beer the first day. In fact, some of our meat was still frozen when we got to Bermuda. Dry ice is also very compact, (the fifty-five pound block we took was only about ten inches on a side) and it doesn't produce water as it melts so the bilge stays cleaner.

We didn't do much to the galley. We have a butane Sea-Swing stove and set of pots from L.L.Bean that fits it perfectly. We weren't able to get a pot-clamp for

"We also brought along a Walkman-type tape recorder which was used to record comments as the trip went along and, more importantly, weather forecasts."

the Kenyon stove and so used a large frying pan much of the time since it slid around less than anything else. We installed a belt so the cook wouldn't have to hang on but nobody used it. Actually, when it was rough we didn't do much cooking anyway. Since then we have put in an Origo stove. It's much better than the Kenyon.

As to electronics, we already had a VHF, RDF, (handheld), anemometer, dual range knotmeter with resettable log, Loran and depthmeter. For the trip we added a handheld VHF, EPIRB, radar (Whistler) and a SW receiver with SSB capability. We also brought along a Walkman-type tape recorder which was used to record comments as the trip went along and, more importantly, weather forecasts. The numbers come at you quite quickly, especially when they are giving the coordinates of the West wall of the Gulf Stream, and it's easy to get one wrong. The handheld VHF was

especially useful in Bermuda where everything is handled by Bermuda Harbor Radio, since they use International 7 as their main channel. The handheld had the Int. channels and our Horizon Ltd. didn't, so we used the handheld most of the time we were in Bermuda until it finally stopped working.

"While we were crossing the Gulf Stream on port tack with a following wind an especially large breaker came down the main hatch just as it was opened to let somebody up on deck."

The reason that it did so is that while we were crossing the Gulf Stream on port tack with a following wind an especially large breaker came down the main hatch just as it was opened to let somebody up on deck. This swamped the Nav. station, and eventually both VHF's stopped working. The Loran stopped too, but by some miracle dried out and has worked ever since! We now have a heavy plastic shield that we roll down to protect the electronics when it gets rough.

I had read how important a good ground is to Loran performance, so I used all three wires of some 12/3 household wire to ground the thing to the keel bolts, and it seems to work O.K. The other thing I can think to mention is that we have a 24 knot Ray-Jeff speedometer (which we almost pegged on our way to Bermuda!) and you can convert it to a two speed (12 or 24 knot range) model for about \$5.00 worth of Radio Shack parts...

A Weekend in Miami- or

Tales from the Tail End

Dan Darrow

In the Fall of 1984 I purchased our J-30 "Salacious". Our first sail was an 80 mile beat across Lake Michigan in a dying gale. The rest of the season was much too short. That winter I contacted Ray Sullivan at the Key Biscayne Yacht Club and asked if there were any crew openings for the Mid-Winters. He arranged for me to sail with Bob McCammon and Don Poole on "Cannonball". My wife and I enjoyed a nice weekend in Miami with cool weather but sun almost every day.

In 1985 we got to know the J-30 and had various flashes of brilliance interspersed with periods of learning on Lake Michigan. After an all too short season, the Mid-Winters in Miami again looked attractive. I contacted Ray and told him that I was prepared to bring a crew if he would find a boat. Fortunately, Ray was able to contact Basil Honikman, owner of "Alacrity", a new J-30 owner who had some conflicts on the Mid-Winters weekend. Therefore, we arranged to team up. Four of the "Salacious" crew went south to sail on "Alacrity".

On a cold Wednesday in January we (Cindy, C.J., Steve and I) left Chicago, after explaining to the baggage check person that a new Mylar sail is truly valuable, looking forward to the weekend. Thursday was measuring day. Our plans included a shakedown sail to get the frost out of our limbs. Unfortunately, it was blowing 35-40, enough that even the J-24s Mid-Winters decided to cancel their racing. That night we enjoyed the hospitality of the Key Biscayne Yacht Club and a cocktail party sponsored by Bacardi.

Friday dawned with the wind still blowing and the rain still coming down. We saw more rain this weekend than Seattle has in a year! All donned foul weather gear and went out to sail in the "atypical" southerly breeze. We selected my new Mylar #1, got off to a good start and found ourselves in the middle of the fleet half way up the first beat. We then hit the right side of the course, which was wrong, and lost some boats. The rest of the race was spent trying to get ourselves organized an learning to trim the new sail.



In the second race of the day the wind was up a little bit. We flew the #2 and found ourselves in the middle of the fleet looking quite competitive at the windward mark. Unfortunately, the mark and "Alacrity" got too close to each other and we ended up doing a couple of extra turns around the mark. Once again it was catch-up for the rest of the day. In the tight competition it was very difficult to make up for any lapses. I should mention that by the end of the day the rain had stopped, the sun had come out, and we were actually sailing in shorts. At least we would enjoy some warmth.

Saturday dawned and it was *blowing*. This time from the West to the Northwest. The race committee said over the radio 30-40. Once again the foul weather gear was on, along with sweaters. Having

proven we at least had some boat speed, we were ready to go. Unfortunately, just prior to the start, while putting in a reef, we pulled some stitches out of the main. The result was a choice of a double reef or no sailing. We chose to double reef. In spite of being underpowered, we kept with the back of the fleet on that first beat. The boats ahead put up their chutes and were holding them so we were with them. Steve played the vang. We took a couple of minor broaches while getting organized. At that point, a patch on the chute came off and we blew out the clew. Down came the chute and we sailed with headsail the rest of that race. We did find on the downwind leg that winging out #2 on one side and the #3 loose-luffed on the other side made a very effective heavy weather sail combination, but obviously not enough to keep up with the boats with a chute.

We made the decision to start the next race and sail the first beat before going in to look for a sailmaker. The wind had dropped a bit and we sailed with the #2 and the double reefed main - still underpowered but enough to watch and learn. We were able to pick some shifts properly going up-wind and rounded close to the fleet with a few boats behind us. Watching main trim on the other boats was an education. We enjoyed watching the others set their chutes. One boat, who shall remain nameless (we have pictures), did a great set - sideways. It was not until the second reaching leg that the last boat passed us and we then went in for sail repairs.

That evening there was a very nice banquet at the Key Biscayne Yacht Club. All the tables were decorated with spinnakers in the appropriate colors. Somehow during the dinner our table decoration incurred a slight tear in the clew.

Sunday morning we received our newly repaired sails and went out to show them what "Salacious" and "Alacrity" can do together. The wind was still blowing, this time out of the northwest, another "atypical" wind. We picked the #2 and full mainsail combina-

tion. It took three starts to get the fleet off. We had a very competitive start all three times. For once we were ready to test our boat speed. WE had some and did fairly well on picking the shifts. At the windward mark we were fifth, on the tail of the leaders with a small gap between us and the rest of the fleet. On the first reach the spinnaker work went well and we actually picked up a little bit and held it through the second reach. The second windward leg turned out to have some new shifts in it with the wind coming from the west. Of course we played the east side of the course and at the windward mark it was now time to play catch-up again. On the downward run the wind really started dying but we showed speed in that dying wind and picked off two boats. Right at the mark the wind again came up from the west and we were ready to show that we could pick the shifts in the flukey air. This we did and suddenly we found ourselves in what appeared to be second place with only "Impulse", one of the regatta leaders, near us. That didn't last long as the wind then dropped completely. This time the boats on the right side, or east side of the course, found wind first. We went down the tubes one more time. At least we went down with class with both "Impulse" and "Blitz", '85's winner, with us. I should mention that in the middle of this race we got a full Miami downpour and got ourselves thoroughly soaked!

So what does all this prove? First, if you want a weekend of warmth and sun don't plan on it in Miami! However, if you do want some fun we certainly recommend it. The "Salacious" crew learned a lot watching the other boats, had a good time, and would certainly plan on making the trip again. The hospitality is great, and sailing in the South when the water is at 70° is certainly better than Lake Michigan in the summer when the water never gets much above 60°.

Dan Darrow

Wooly Bear Hull #2

Terry Rapp

In May of 1979 my father, Ted Rapp, and I started to look for a boat to replace our Ranger 26. We had both sailed Star Class boats for about ten years before we had the Ranger. We also have had some big boat experience, as Ted was involved in a syndicate that owned an Ericson 39.

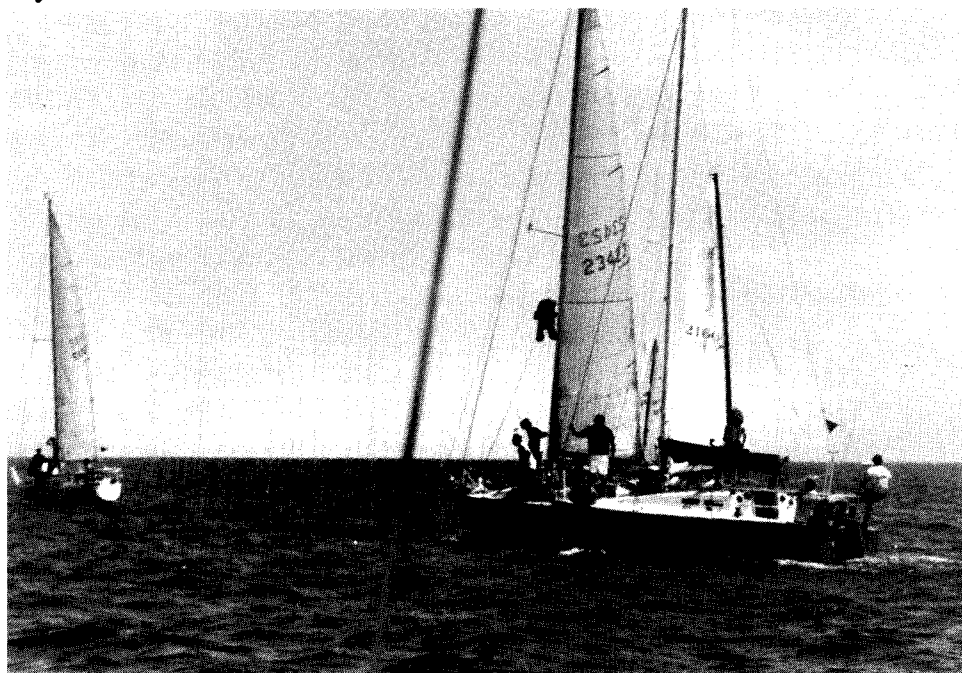
While I was sailing on a Contessa One Tonner at the 1979 Block Island Race Week, I noticed several J/30's sailing nearly at our speed around the course. After the series we checked with several J dealers and decided the J/30 was a good boat for us. We finally found a boat in Annapolis, MD that was the dealer's demonstrator. We originally wanted a white boat but figured we would look at this blue one. As soon as we saw it, we fell in love with it and bought what is now "Wooly Bear".

As soon as we took delivery of Wooly Bear in Annapolis, we went to Atlantic City Race Week. We found out quickly that we did not have the boat set up very well and finished last in an IOR class. We went to a J/30 meeting at Larchmont Yacht Club and learned that the running backstays, that were on the boat, when we got it, were not needed if the boat was set up properly. We made the changes, mainly cranking down on the upper shrouds for prebend, and tightening the lowers to control the headstay tension.

The year of 1980 is fairly typical of our travel over the years. 1980 was our first full year with Wooly Bear and we really got around. We started the year trucking the boat to Key West for the first J/30 Mid-winters. There were only five boats, but the quality of the competition was excellent. We raced five races

Below:

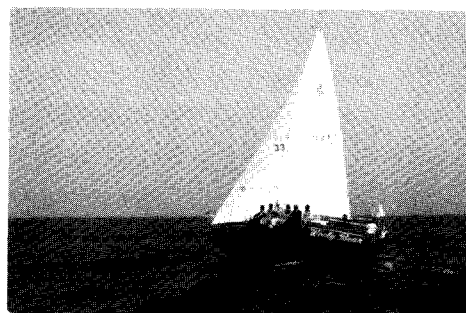
New York "Bearnappers" hoisted Terry Rapp's mascot "Wooly Bear" 20 feet up the mast while he was in Atlantic City for Larchmont Race Week.



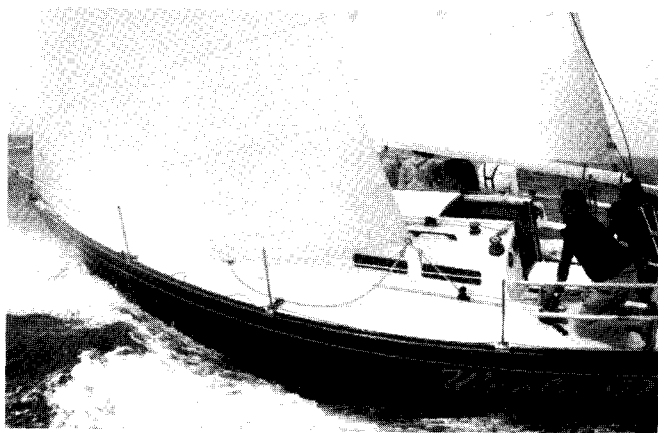
and in three of them, we had three boats overlapped at the finish. Tod Johnstone won the series and we finished in a three way tie for second with Skip Shaw and Dick Tillman. In June of 1980, we sailed an MHS race from Cape

May, NJ to Newport, RI. We did not fare too well in that race but it got us near Block Island. Yachting's Block Island Race Week was our next series. We sailed in a twenty-two boat fleet. The competition was once again very good and we felt we were finally





Terry and his crewmembers from the Riverton Yacht Club have sailed the Woolly Bear eight years.



learning something about the boat. One big key we found, was that we were sailing with too much weight aboard. We were staying on the boat during the series and had all of our gear with us during the race; we since have changed. We left after the week feeling better about J/30's and ready to tackle PHRF with some new tricks. We sailed in a PHRF overnight race, up and down the New Jersey coast out of Ocean City,

NJ. We won our class and finished second in the fleet. Next we were off to Atlantic City Race Week, where we sailed in a fifteen boat PHRF class. We qualified for the J/30 North Americans by finishing ahead of the two other J/30's as well as finishing third in our class. We finished our Jersey Shore stay that August, with a first in class in a three race series sailed between Ocean City and Cape May. As soon as we got the "Bear" home to Riverton Yacht Club, we began to prepare for the first J/30 North American Championship. The 1980 NA's were held in Holland, Mich. We were supplied with a loaner boat that was in excellent condition. Art and Barbara Henry, owners of the J/30 "Valentine", Jim Chambers, owner of our loaner boat, and Bill Graff were our crew for the regatta. There were only nine boats in the fleet and while the fleet was small, it did represent the country. We had competitors from California, Connecticut, Indiana, Michigan, New Jersey, New Hampshire, and New York. The camaraderie that we had found at other J/30 events was truly in evidence here. We ended up fourth while Rod Johnstone once again, showed everyone the way around the course. Once home we took the "Bear" to Annapolis for the Annapolis YC Fall Series. We sailed in a large PHRF class. The conditions varied greatly during the three race series and we finished second in our class. We found, as in other series, that J/30's may not be the fastest boat in every condition, but they do not suffer to the extremes that most of the other boats do. After the Fall Series took Woolly Bear home for a well deserved rest. Of course we do not sail the boat by ourselves. Our crewmembers come from our family and friends, who are members of Riverton Yacht Club. Hank Croft, Bill Graff, John Tieman and Gordon and Ellen Thomas are a few of the many people who have sailed with us consistently over the years.

A question that we are frequently asked is "how did you come up with the name "Woolly Bear"?". Several years before we bought the "Bear", Ted was co-owner

of an Ericson 39 named "Golden Bear". The Ranger 26 we had just previous to Wooly Bear was named "Wooly Booger". We talked over several names and finally came up with a combination from the two previous boats. Fortunately this boat is blue and not beige or gold. Could you imagine Golden Booger?

Our now familiar mascot, "Wooly Bear", came to us during the winter of 81-82. While we were in Atlantic City preparing for Larchmont Race Week, we were docked next to a power boat from New York. The owners were curious about this crazy group of sailors and what enjoyment we could get from going slow and getting wet. We invited them to watch the series. They came to watch and enjoyed watching even though they did not understand much about what we were doing. After the series they told us they were going to send us a large bear from one of their stores.

Our four and one half foot bear is usually our tactician, unless the weather is bad and he becomes our navigator. We feel that he probably enjoys the dry cabin in bad weather. This bear has had his share of problems. During his first big regatta, A.C. Race Week, he was bearnapped. Some scoundrel on another boat in our class bearnapped him in the middle of the night. In the morning we received a ransom note stating that if we wanted to see our bear again alive, that we should be in the middle of the A.C. during our starting time of the race that day. Before we got the ransom note we were hoping the bear had just wandered off in search of some midnight snacks. Because we did not want to give in to terrorist tactics, we went out and to the race course. We went near all of our suspects and tried to look for our bear. Finally, we saw the bear hoisted by his neck up the mast of his captor's C&C 34, named "Lickety Split". Fortunately a J/30 Maneuvers better under power, and after chasing the bearnappers, we caught them. My strongest crew member, John Tieman and I jumped on to their boat and recaptured our bear. We went on to win the race and the series. These incidents have occurred sev-

eral times and more often than not we do win in those series.

We have had "Wooly Bear," which is hull #2, for almost eight years. With the exception of a gelcoat blister problem which we had to correct, we feel that the boat is very well built. As you can see we have moved the boat around, we could not have moved the boat as much as we have if the boat was not comfortable or did not have an inboard diesel. This J/30 has given us pretty much everything we expected.

I think the one design sailing aspect, is one of the more important aspects of the J/30. Although the J/30 is a great boat, if we lose one design racing on a national level, the boat just becomes like any one of a hundred other boats. The one design organization provides a method of communication and general camaraderie amongst the owners. We race the PHRF and under other rating rule out of necessity and you constantly hear complaints about ratings. We have enjoyed racing one design very much because we get a greater satisfaction of doing well with fewer excuses. If we win, we win because we set the boat up better, sailed or got luckier than the competition. We did not sail a better design than the other competitors. Aside from racing, we have always found that one design events have been fun because of the people we have met. We have made many new friends at the many regattas we have attended.

We have enjoyed our eight years with the wooly bear very much and look forward to seeing you all on the race course or at the parties...

Terry Rapp

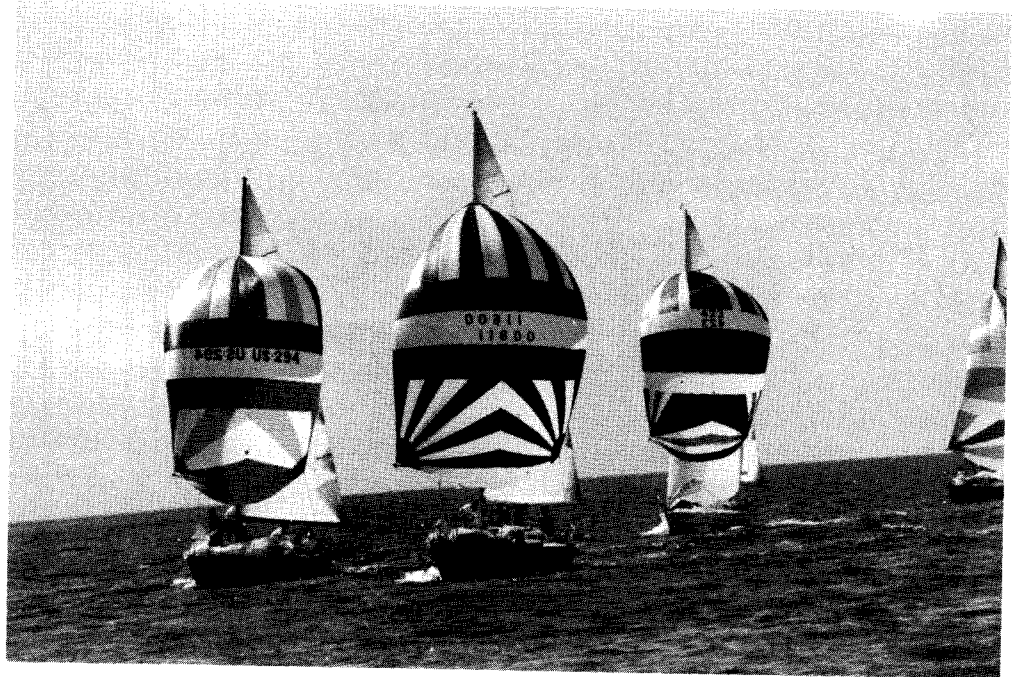
David Berg's Hot Air III Wins J-30 Midwinters

The 1987 Midwinter Championships were held February 20 - 22 on Biscayne Bay, Florida. Key Biscayne Yacht Club hosted the event for the fourth consecutive year, well-run by club RC chairmen Mary and John Southam. The weather couldn't have been better, with temperatures in the high 70's. Winds were around 15 knots for the first four races, dropping below 10 knots only for the fifth - it was #1 genoas, flat water, and full speed for the whole regatta. Races were held on Olympic

courses with 2 mile weather legs, with two races each of the first two days and one the third. Eleven boats participated - ten local Biscayne Bay yachts, and Al Perkins' Slipaway from Key West, on charter to Selig Berman of the Long Island fleet.

The racing was always close, but Dave Berg of Coral Gables, Florida was a convincing overall winner, never finishing out of the top three. Berg is no stranger to J30 championship regattas - he has finished second in the last three Midwinters, and posted a sixth and a fifth in the last two North American championships. You'll be seeing him this fall in Newport as well, since the top boat in the Midwinters automatically earns a berth in the North American championships. Second and third places went to Gerry Cope's Impulsive and Ray Sullivan's Clean Sweep, both sailing out of the host club. This was Cope's best finish in three Midwinters; Sullivan has previously won this event and placed second in the North Americans.

Race 1: A good start at the favored pin end got Impulsive out to an early lead that she never relinquished. In the steady northeasterlies it was hard to pass boats, and very few places changed after the first



Above: Warm, 15-knot breezes, and #1 genoas spelled victory for Hot Air III (right) as she caught Jambalaya and Clean Sweep in Race 3.

weather mark. Clean Sweep was second, Hot Air III was third, and Ken King's Jambalaya fourth.

Race 2: Again the pin was favored, but the fleet was more aggressive. The starting gun found Impulsive and Steve Horowitz's Starlight Express over the line and returning to restart. Another premature starter, Clean Sweep, sailed on several minutes before turning back, and could never catch the pack; she finished eleventh. Dennis Mohny's Jenny Lee took advantage of the confusion and some good boatspeed to jump out in front; she fought off a late challenge by Hot Air III to win the race. Impulsive was third and Jambalaya fourth.

Race 3: Saturday's winds were southeast and a little shiftier. Jambalaya led at the first weather mark, followed by Clean Sweep and Hot Air III. Berg took ad-

vantage of a second reach duel between the two leaders to pass both at the leeward mark. After a final leg tacking duel, Sullivan split to the left corner, caught a port tack lift, and lee-bowed Berg at the finish to win by a foot. Jambalaya was third and Impulsive fourth.

Race 4: With an early shift to the right and a boat-favored start line, Impulsive, Clean Sweep, Hot Air III, and John Greeven's In the Fast Lane rounded the weather mark close together. Berg's crew were first to spot the high jibe mark, and Hot Air and Fast Lane rolled over the leaders on the tight first reach. Hot Air hung on to win, followed by Impulsive and Clean Sweep. Fourth through eighth places changed hands often on the last weather leg; Slipaway ended up in fourth, with Basil Honikman's Alacrity fifth.

Race 5: Sunday's race started in very light, shifty, southerly winds. Both Clean Sweep and Impulsive were squeezed out at the committee boat at the start; Clean Sweep hit the boat and had to start and re-round, spotting the fleet several minutes in the light air. Jambalaya led around the first triangle, but was caught by Hot Air on the second beat. Sullivan

showed good light air speed, kept picking off boats, and almost caught Berg to finish second. Berg's jubilant crew promptly treated him to a post-finish swim in the bay. Jambalaya was third, Starlight Express fourth; Impulsive passed one boat on the last leg to finish eighth and remain second overall.

Social highlights of the event included a skipper's meeting party sponsored by Bacardi rum, dinner at the host club on Saturday night, and kegs of beer after each day's racing to enjoy while watching videos of the races. Most boats chose to dock at the club for the duration of the regatta. Boats of all ages proved to be equally competitive; hull numbers ranged from 19 (Jambalaya) to 536 (Jenny Lee). The top three boats used sails from different South Florida sailmakers - Fowler, Towne, and Bremen. We were pleased to have Ron Peterson, the J30 class president, say a few words at the skipper's meeting. The only disappointment was the lack of boats from other fleets. There are plenty of good boats available for charter in south Florida; all of you J30 owners should think seriously about fitting next year's Midwinters into your schedule. Plan early; contact Fleet Captain Dave Berg, 9325 Balada, Coral Gables, FL 33158...

Midwinter Championships Results

PLACE	YACHT	HULL #	OWNER	1	2	3	4	5	TOTAL
1	Hot Air 111	423	D. Berg	3	2	2	1	1	8.5
2	Impulsive	489	G. Cope	1	3	4	2	8	17.75
3	Clean Sweep	294	R. Sullivan	2	11	1	3	2	18.75
4	Jambalaya	19	K. King	4	4	3	8	3	22
5	Jenny Lee	536	D. Mohney	6	1	7	6	7	26.75
6	Alacrity	134	B. Honikman	9	5	8	5	6	33
7	Starlight Express	525	S. Horowitz	5	9	5	dnf	4	35
8	Cannonball	290	McCannon/Poole	10	7	6	9	5	37
9	Slipaway	310	S. Berman	7	8	10	4	9	38
10	In The Fast Lane	535	J. Greeven	8	6	9	7	11	41
11	Guanabara	107	W. Klein	11	10	11	dns	11	54

J30 NORTH AMERICANS'

18, 19, 20 September 1987

Logistic Info

1) Event Headquarters will be at the Newport Yacht Club, which is located in the center (North North East side of Harbor) of Newport, at Long Wharf.

2) Dockage: During the Regatta (i.e. Thursday noon to Sunday 5:00 p.m.) dockage will be provided at the Newport Yacht Club. Dockage or mooring before or after the Regatta is the skipper's responsibility. It is available from:

Newport (401)

Bannister's Wharf Marina	846-4500
Bowen's Wharf Company, Inc.	849-2243
Goat Island Marina	849-5655
Newport Marina (Williams & Manchester)	849-2293
Newport Yachting Center	846-1600
Newport On-Shore Marina	847-2782
Oldport Marine (Moorings)\$20/Night	847-9109
Treadway Newport Resort & Marina	847-9000
Newport Yacht Club	846-9410

Jamestown (= 3 miles west of Newport)

Conanicut Marina 423-1556 (Slips & Moorings)\$23/Night

Portsmouth/Bristol (= 10 - 15 miles north of Newport)

Bend Boat Basin	683-4000
Brewers Sakonnet Marina	683-3551
Lighthouse Marina	683-5663
Pirate Cove Marina	683-3030 (J Boat Dealer)
Bristol Yacht Club	253-2922 (Moorings)\$15/Night

3) Hotels/Houses that are available are identified in the enclosed list.

4) Helpful Hints

a) Newport is a very popular tourist city - reserve your hotels early. If you don't mind a 15 minute car ride, best hotel prices are found outside of Newport: e.g. Budget Motor Inn, Howard Johnson's, Ramada Inn. The most convenient hotels (i.e. 1 block from the Yacht Club) are the Treadway, new Holiday Inn Crowne Plaza, and Inn on Long Wharf.

b) Dockage is similar - best prices away from Newport, and, of course, moorings much less than dockage.

c) The Newport International Boat, which will be held 11 - 13 September, will consume much dock space, so plan accordingly.

5) Any questions, call Russ Cardoza, J30 Fleet #13 Captain, at 401-683-2547 (H), or 401-847-8000, ext. 2882 (W).

PLAN TO VISIT US

We are open 362* days a year to provide at no charge information and guidance to help insure a pleasant stay. The Chamber's hostesses will assist you in selecting places to go, where to stay, where to shop, where to eat, what to do, etc.

TICKETS FOR MOST MAJOR ATTRACTIONS AND SIGHT-SEEING TOURS AS WELL AS TOURIST MAPS, BOOKLETS, POSTCARDS, POSTERS, AND SLIDES MAY BE PURCHASED AT THE CHAMBER OFFICE TENT. AUTO AND WALKING TOUR CASSETTE TAPES ALSO AVAILABLE.

Hours: 9 a.m.-5 p.m., 7 days a week. (Winter: Mon.-Fri., 9-5 p.m., Sat., 9-2 p.m., Sun., 10-2 p.m.)

NEWPORT COUNTY
CHAMBER OF COMMERCE
10 America's Cup Ave. Newport, RI 02840
Tel. (401) 847-4600

* Closed Thanksgiving, Christmas and New Year's Day.

DIRECTIONS

If arriving via Newport Bridge: Take first exit (HISTORIC NEWPORT) after driving over bridge and turn right at end of ramp. Proceed straight ahead through 3 traffic lights. (Do NOT bear right at 2nd set of lights). Approximately 50 yards beyond 3rd traffic light is entrance to Brick Market Place parking lot where validated parking is available.

If arriving via Rte. 114 South: Follow Rte. 114S (West Main Rd./Broadway) as far as you can go (Thames St.) where you must turn left. Approximately 50 yards after turning left you will see entrance to Brick market Place parking is available.

If arriving via Rte. 138 South: Proceed as far as possible (to West Main Rd.) and turn left. Drive as far as you can go (Thames St.) where you must turn left. Approximately 50 yards on your right is entrance to Brick Market Place parking lot where validated parking is available.

If arriving via Rte.138A South: You will go through 6 sets of lights. (At the 4th set of traffic lights, be sure to go straight through intersection remaining on divided highway). Approximately 200 yards beyond 6th set of traffic lights, is Brick Market Place parking lot where validated parking is available.

ACCOMMODATIONS

CODES: *Restaurant on premises, **Individual/Family Units/Efficiency Apartments, #Handicapped Accommodation Facilities, CTG-Cottage, Q-Queen, DB-Double, SNG-Single, BR-Bedroom, APT-Apartment, STE-Suite, TRP-Triple, DKG-Dockage, SLPS-Slips

HOTELS/MOTELS	ADDRESS TELEPHONE	CAPACITY
West Main Lodge	1359 West Main Rd., Midd. 849-2718/800-345-6737	55DB
Viking Hotel & Motor Inn	*#1 Bellevue Ave., Npt. 847-3300/800-556-71261	80DB
Thames Street Inn	398 Thames St., Npt. 847-4459	9Rms/1QBd; 9Rms/2QBd
Sheraton-Islander Inn	*# Goat Island, Npt. 849-2600/800-325-3535	250 DB
Sea Whale Motel	** 150 Aquidneck Ave., Midd. 846-7071	5APT 15 DB
Sandcastles		
Pineapple Inn	** 34 Wave Ave., Midd. 846-1800	29 DB
Ramada Inn	* 144 Anthony Rd., Ports. 683-3600	75 DB
Paradise Motel	** 459 Aquidneck Ave., Midd. 847-1500	8 DB
Ocean Cliff	* Ocean Drive, Npt. 847-7777	27 DB
Newport On-Shore	379 Thames St., Npt. 849-8553	29STE
Newport Motor Inn	*# 936 West Main Rd., Midd. 846-7600/800-556-6464	120DR
Newport Harbor Treadway Inn	*# On the Harbor, Npt. 847-9000/800-631-0182	123 DB
Newport Bay-Club & Hotel	**# Corner Am. Cup & Thames, Npt. 849-8600	36 STE
Mill Street Inn	75 Mill St., Npt. 849-9500	23STE
InnTowne	Mary & Thames Sts., Npt. 846-9200	18 DB
Inn on Long Wharf	# 142 Long Wharf, Npt. 847-7800/800-343-3413	40 STE
Howard Johnsons-Motor Lodge	*# 351 West Main Rd., Midd. 849-2000/800-654-2000	155 DB
Holiday Inn-Crowne Plaza	25 America's Cup Ave., Npt. 849-1000	7STE 300 DB
Harborside Inn (Cnt. Bkft.)	Open July, 1987	
Greenhouse Inn	Christie's Landing, Npt. 846-6600	10STE 4 DB
Gateway Motel	30 Wave Ave., Npt. 846-0310	41 DB
Founders Brook Motel	One Mile Corner, Midd. 847-2735	46 DB
Cliff Walk Manor	314 Boyd's Lane, Ports. 683-1244	8 DB
Budget Motor Inn	* 82 Memorial Blvd., Npt. 847-1300	19 DB
Best Western	# 1185 West Main Rd., Midd. 849-4700	28 DB
Mainstay Inn	* 151 Admiral Kalbfus Rd., 849-9880/800-528-1234	52 DB

GUEST HOUSE ASSOCIATION (For information on current availabilities call 846-5444, no reservations.)

Yankee Peddler Inn 113 Touro St., Npt. 846-1323 15 DB
 Wayside Bellevue Ave., Npt. 847-0302 2 BR APT 6 DB
 Queen Anne Inn (The) (Reopens 4/1/87) 16 Clarke St., Npt. 846-5676 12 DB
 Pilgrim House (Cnt. Bkft.) Reopen Apr. 1 123 Spring St., Npt. 846-0040 10 DB

Melville House (Cnt. Bkft.) 39 Clarke St., Npt. 847-0640 7 DB
 Cliffside Inn (Reopens May 1) 2 Seaview Av, Npt. 847-1811 1 Eff. Apt. 10 DB
 Brinley-Victorian Gst. Hse. (Cnt. Bkft.) 23 Brinley St., Npt. 849-7645 17 DB
 Bellevue Hse/New Cliffs 14 Catherine St., Npt. 847-1355 7 DB
 Admiral Benbow Inn 93 Pelham St., Npt. 846-4256 15 DB

RESERVATIONS SERVICES

Newport AA Reservations 1 Bellevue Ave., Npt. 846-3221 Htl/Gst. Hse.
 Newport Reservation Service P.O. Box 518, Npt. 847-8878 Htl/Mtl./Gst. Hse.
 Castle Keep 44 Everett St., Npt. 846-0362 Bed & Bkft.
 Bed & Breakfast of RI, Inc. P.O. Box 3219, Npt. 849-1298 Bed & Bkft.
 Anna's Victorian Home Connection 5 Fowler Ave., Npt. 849-2489 Bed & Bkft.
 Access to Accommodations 9 Broadway, Npt. 846-9443 B & Bkft./Gst. Hse.
 ABed Bed/Breakfast Reservations 10 Bellevue Ave., Npt. 847-7945 Bed&Bkft.

MARINAS, SHIPYARDS, & DOCKAGE

Wms. & Manchester Shipyard & Marina Lee's Wharf, Npt. 846-0725 450' DKG
 Newport Yachting Center America's Cp Av., Npt. 847-9047 5000' DKG
 Newport Harbor Treadway Inn Marina On the Harbor, Npt. 847-9000 78 SLPS
 Long Wharf Marina/ Newport Bay Assn. Long Wharf, Npt. 849-2210 30 SLPS
 Goat Island Marina Sheraton Goat Isl, Npt. 849-2600 6890' DKG
 Christie's Marina Off 351 Thames St., Npt. 847-3918 35 SLPS
 Bend Boat Basin Rt. 114 Melville, Npt. 683-4000 350 SLPS
 Banister's Wharf West Pelham St., Npt. 846-4500 14 SLPS/680' DKG

DINGHY LANDINGS

Ann Street Pier (Supervised) Off 359 Thames St., Npt.

GUEST HOUSES

Willows of Newport, The (Bkft. in Bed) 8 Willow St., Npt. 846-5486 5 DB
 William Fludder House 30 Bellevue Ave., Npt. 849-4220 4 DB
 Wallett On-The-Water (Cnt. Bkft.) 58 Washington St., Npt. 849-5177 6 STE
 Villa Liberti (Cnt. Bkft.) 20-22 Liberty St., Npt. 4 STE
 Victorian Ladies, The (Cmpl. Bkft.) 63 Memorial Blvd., Npt. 849-9960 9 DB
 Theda Villa B&B, (Cnt. Bkft.)
 Open Sp 87 66 Bliss Rd., Npt. 847-0690 2 DB
 Tack House 170 Coggeshall Ave., Npt. 849-2473/846-3337 2 DB
 Spring Street Inn (Cnt. Bkft.) 353 Spring St., Npt. 847-4767 4 DB
 Sanford-Cove 11 House 72 Washington St., Npt. 847-0206 1 APT/DOCK 2 DB
 Samuel R. Honey House 12 Francis St., Npt. 847-2669 2 DB
 Queen Anne Inn, The (Reopens 4/1/87) 16 Clarke St., Npt. 846-5676 12 DB
 Poplar Guest House (Cnt. Bkft.) 19 Poplar St., Npt. 846-0976 2 DB
 Pilgrim House (Cnt. Bkft.)
 Reopen Apr 1 123 Spring St., Npt. 846-0040 10 DB
 Newport Inn 88 West Broadway, Npt. 849-0857 2 DB
 Newfoundland, The 169 Aquidneck Av., Midd. 846-2483 3 DB
 Mrs. B's B&B By The Snicket 28 Memorial Blvd-West 846-1741 1 Q 2 DB
 Mount Vernon Inn (Cnt. Bkft.) 26 Mount Vernon St., Npt. 846-6314 4 DB
 Melville House (Cnt. Bkft.) 39 Clarke St., Npt. 847-0640 7 DB
 Marshall-Slocum House 29 Kay St., Npt. 846-3787 5 DB
 Mama's Nest Egg (Cnt. Bkft.) 33 Ann St., Npt. 846-5911 2 DB

The J/30 Class Needs You!

Lowell Manor	** 65 Merton Rd., Npt. 849-8155	2 APTS
Lionel Champlin House, The	20 Lincoln St., James. 423-2782	4 QN
Lindsey's (Cnt. Bklt.)	6 James St., Midd. 846-9386	2 DB
La Forge Cottage (Cmpl. Bklt.)	96 Pelham St., Npt. 847-4400	1 STE 2 DB
Ivy Lodge (Cnt. Bklt.)	12 Clay St., Npt. 849-6865	2 DB
Inn of Jonathan Bowen, (Cnt. Bklt.)	29 Pelham St., Npt. 846-3324	7 QN
Halidon Hill Gst. Hse. (Cnt. Bklt.)	Halidon Ave., Npt. 847-8318	4 DB
Guest House International	28 Weaver St., Npt. 847-1501	5 DB
Gallagher's	9 Braman St., Npt. 849-7196/846-2070	2 DB
Easton's Beach		
Carriage House (Cnt. Bklt.)	1 Cliff Ave., Npt. 849-7760	2 DB
Dennis House	59 Washington St., Npt. 846-1324	3 DB
Covell House (Cnt. Bklt.)	43 Farewell St., Npt. 847-8872	8 DB
Coggeshall Guest House (Cnt. Bklt.)	172 Spring St., Npt. 849-9711	2 DB
Clover Hill Guest House	32 Cranston Ave., Npt. 847-7094	2 DB
Cliff View	4 Cliff Terr., Npt. 846-0885	4 DB
Casa Manana	9 Bowery Court, Npt. 849-0476/683-0476	2 DB
Cardine's Guest House (Cnt. Bklt.)	8 W. Marlborough St., Npt. 847-2141	2 DB
Calico Cat (Cnt. Bklt.)	14 Union Ave., P.O. Box 634, James. 423-2641	Air Cond 2SNG8DB
Brinley Victorian Gst. Hse. (Cnt. Bklt.)	23 Brinley St., Npt. 849-7645	17 DB
Bellevue Hse/New Cliffs	14 Catherine St., Npt. 847-1355	7 DB
Belle Reve (Cnt. Bklt.)	525 Spring St., Npt. 846-4262/846-8685	2 DB
Banister's Wharf	Banister's Wharf, Npt. 846-4500	6 DB
Atlantic House (Cmpl. Bklt.)	37 Shore Dr., Midd. 847-7259	APT 1 BR 3 DB
Ark Accommodations	348 Thames St., Npt. 849-3975	9 DB
Andrea's Bed & Breakfast	155 Evarts St., Npt. 846-5735	1 SNG 1 DB
Anchorage Bed & Breakfast	19 Old Beach Rd., Npt. 849-3479	2 DB
Ailinas Bed & Breakfast	27 Mann Ave., Npt. 847-3909	2 DB
Admiral/Weaver Inn (Cnt. Bklt.)	28 Weaver Ave., Npt. 849-9391/849-6548	7 DB
Amiral Fitzroy (Cnt. Bklt.)	31 Clarke St., Npt. 849-0006	8 QN
Aboard Commander's Qtrs-Open Spg	87 54 Dixon St., Npt. 849-8393	2 DB
Aaron & Nichole's Guest House	9 Malbone Rd., Npt. 847-4954	1 Twin 1 DB

MOBILE HOMES

Meadowlark Rec. Vehicle Park	132 Prospect Ave., Midd. 846-9455	40 Sites
Paradise Mobile Home Park	459 Aquidneck Ave., Midd. 847-1500	22 Sites

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 \$20.00 U.S. In either case, fill out the membership application in this magazine and send it in with your 1987 dues. You will receive a membership sticker for your boat, a membership card and subsequent class publications and communications...

The J/30 Class Needs You!

Lowell Manor	** 65 Merton Rd., Npt. 849-8155	2 APTS
Lionel Champlin House, The	20 Lincoln St., James. 423-2782	4 QN
Lindsey's (Cnt. Bklt.)	6 James St., Midd. 846-9386	2 DB
La Forge Cottage (Cmpl. Bklt.)	96 Pelham St., Npt. 847-4400	1 STE 2 DB
Ivy Lodge (Cnt. Bklt.)	12 Clay St., Npt. 849-6865	2 DB
Inn of Jonathan Bowen, (Cnt. Bklt.)	29 Pelham St., Npt. 846-3324	7 QN
Halidon Hill Gst. Hse. (Cnt. Bklt.)	Halidon Ave., Npt. 847-8318	4 DB
Guest House International	28 Weaver St., Npt. 847-1501	5 DB
Gallagher's	9 Braman St., Npt. 849-7196/846-2070	2 DB
Easton's Beach		
Carriage House (Cnt. Bklt.)	1 Cliff Ave., Npt. 849-7760	2 DB
Dennis House	59 Washington St., Npt. 846-1324	3 DB
Covell House (Cnt. Bklt.)	43 Farewell St., Npt. 847-8872	8 DB
Coggeshall Guest House (Cnt. Bklt.)	172 Spring St., Npt. 849-9711	2 DB
Clover Hill Guest House	32 Cranston Ave., Npt. 847-7094	2 DB
Cliff View	4 Cliff Terr., Npt. 846-0885	4 DB
Casa Manana	9 Bowery Court, Npt. 849-0476/683-0476	2 DB
Cardine's Guest House (Cnt. Bklt.)	8 W. Marlborough St., Npt. 847-2141	2 DB
Calico Cat (Cnt. Bklt.)	14 Union Ave., P.O. Box 634, James. 423-2641	Air Cond 2SNG8DB
Brinley Victorian Gst. Hse. (Cnt. Bklt.)	23 Brinley St., Npt. 849-7645	17 DB
Bellevue Hse./New Cliffs	14 Catherine St., Npt. 847-1355	7 DB
Belle Reve (Cnt. Bklt.)	525 Spring St., Npt. 846-4262/846-8685	2 DB
Banister's Wharf	Banister's Wharf, Npt. 846-4500	6 DB
Atlantic House (Cmpl. Bklt.)	37 Shore Dr., Midd. 847-7259	APT 1 BR 3 DB
Ark Accommodations	348 Thames St., Npt. 849-3975	9 DB
Andrea's Bed & Breakfast	155 Evarts St., Npt. 846-5735	1 SNG 1 DB
Anchorage Bed & Breakfast	19 Old Beach Rd., Npt. 849-3479	2 DB
Ailinas Bed & Breakfast	27 Mann Ave., Npt. 847-3909	2 DB
Admiral Weaver Inn (Cnt. Bklt.)	28 Weaver Ave., Npt. 849-9391/849-6548	7 DB
Amiral Fitzroy (Cnt. Bklt.)	31 Clarke St., Npt. 849-0006	8 QN
Aboard Commander's Qtrs-Open Spg	87 54 Dixon St., Npt. 849-8393	2 DB
Aaron & Nichole's Guest House	9 Malbone Rd., Npt. 847-4954	1 Twin 1 DB

MOBILE HOMES

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Membership Information

J-30 CLASS ASSOCIATION - BY LAWS

- I. The Class Association shall be governed by a Board of Governors consisting of:
 - A. Class President - The president shall be elected by the Board of Governors bi-annually at the North American Regatta. The President shall be Chief Administrator of the Class and shall appoint a Secretary and others to assist him.
 - B. One District Governor from each of the several Districts. District Governors shall be elected from each District by the District members therein; or, upon failure to so elect by February 1st of each year, shall be appointed by the Class President
 - C. Chief Measurer - The Chief Measurer shall be appointed by the Class President with approval of the Board of Governors.
 - D. J. Boats, Inc. Representative - selected by J. Boats, Inc.
 - E. Immediate Past Class President.
 - F. Up to three (3) At Large Members who may be appointed by the Class President with approval of the Board of Governors.

The Board of Governors shall have the authority by a two-thirds (2/3rds) affirmative vote of its members, at a meeting called for such purpose, to amend, alter; add to or repeal the Class Rules and One-Design Specifications.

- II. Within the several Districts, Fleets may be organized by not less than three (3) full members of the Association. The District Governor of the District shall be notified of all Fleet organizations. The several Districts comprise the geographical areas as follows:
 1. Northern New England - Southeastern Canada, Atlantic Coast from Canada and including Eastern Cape Cod.
 2. Southern New England - Chatham, Massachusetts to and including Mystic, Connecticut.
 3. Long Island Sound - from Mystic, Connecticut to and including Atlantic City, New Jersey and Long Island.
 4. Mid-Atlantic - from Atlantic City, New Jersey to the North Carolina state line.
 5. Carolinas - North and South Carolina.
 6. Southeast - Georgia, Eastern Florida and the Florida Keys.
 7. Gulf Coast - Western Florida, Alabama, Mississippi and Louisiana.
 8. Texas - Texas and New Mexico.
 9. California - Arizona and California.
 10. Pacific Northwest - Oregon, Washington and British Columbia, Canada.
 11. Western Great Lakes - Lakes Superior, Michigan and Huron.
 12. Eastern Great Lakes - Lake Erie, Lake Ontario, Upstate New York and Vermont.

Suppliers

J/30 Suppliers

A J/30 is a combination of many pieces of equipment put together in a boat that has many functions. While your primary contact should always be your dealer, Tillotson-Pearson, or J-Boats, frequently specialized assistance is available directly from the manufacturer of various equipment. To that end, Bill Seifert of Tillotson-Pearson, Inc. has compiled a list of suppliers for our use. Most of the companies listed will not sell direct to an individual, but will be happy to answer questions or make legitimate warranty replacements. If any owner has trouble in dealing with any vendor, please advise Bill Seifert at Tillotson-Pearson. (401-245-1200)

Material Manufacturer Contacts

ITEM	MFGR/ADDRESS/PHONE	CONTACT
Engine	Mack Borling & Parts Engine City Route 22 West Union, NJ 07083	Steve McGovern (201) 964-0770
Mast, Boom, Spin pole	Kenyon Marine P.O. Box 308 Guilford, CT 06437	Donald Zimmer (203) 453-4374
Ball Bearing Blocks	Harken Yacht Fittings 1251 E. Wisconsin Ave. Pewaukee, WI 53072	Linda Chaplin (414) 691-3320
Traveller Car	Nicro 2065 West Ave. San Leandro, CA 94577	Wayne Smith (415) 375-8332
Pulpits and Stanchions	High Seas 4861 24th Ave. Port Huron, MI 48060	Terry Vigrass (313) 385-4411
Lifeline Fittings	Merriman 301 Olive St. Grand River, OH 44045	Tod Sackett (216) 352-8988

ITEM	MFGR/ADDRESS/PHONE	CONTACT
Electrical Panel	Lorco 715 Perimeter Rd. P.O. Box 4967 Manchester NH 03108	Paul Ouilette (603) 699-6270 1-800-343-0810
Stove (boats 1980-83)	Seaward Products 12423 E. Florence Ave. Santa Fe Springs, CA 90670	Tom Shultz (213) 944-9841
Stove(boats prior to 1980)	Kenyon Marine P.O. Box 308 Guilford, CT 06437	Charles Rafford (203) 453-4374
Stove (1984 and up)	Orlgo 1121 Lewis Ave. Sarasota, FL 33577	(813) 365-3660
Head (1982 and before)	Willcox-Crittenden 699 Middle St. Middleton, CT 06457	Shep Wolf (203) 632-2600
Head (1982 and later)	Gross Mechanical Labs 1530 Russell St. Baltimore, MD 21230	Donald Gross (301) 539-3320
Water and Waste Tanks	Todd Enterprises 530 Wellington Ave. Cranston, RI 02910	Sharon Goldsmith 467-2750
Headfoil	Headfoil Corp. P.O. Box 449 Lake City, MN 55041	Mary Langerquist (612) 345-4115
Snap Shackles	Nicro 2065 West Ave. Sab Leandro, CA 945 77	Wayne Smith (415) 357-8332

The National J/30 Class Membership Application

Name _____ Co-Owner _____

Address _____

Phone: (H) _____ (H) _____
(W) _____

Hull # _____ Sail # _____

BOAT'S NAME _____ Home Port: _____

Yacht Club _____ Sailing Area _____

Local J/30 Fleet _____

FULL MEMBERSHIP (\$20) entitles you to race in J/30 Class events (Qualifying regattas, Mid Winters, North American Championships, J-Boat Cruise) and a subscription to the J/30 Journal published throughout the year, plus all other mailings with cruising and racing information.

ASSOCIATE MEMBERSHIP (\$10) entitles you to the J/30 Journal and all other mailings, not available for owners, only for crews and those interested in keeping abreast of J/30 activities.

MAKE CHECK FOR \$20 Full; or \$10 Assoc. payable to:

National J/30 Class Association
P.O. Box 39
Severna Park, MD 21146

What's in a Name?

These are **Go Fast Names** for the Go Fast J/30's belonging to our National Organization.

AEOLIAN
AILANTHUS
ALACRITY
ANGEL FIRE
ANTICIPATION
ARTEMIS
AVALANCH
AVITA
BANDIT
BEAR
BEBOP
BEEF TRUST
BLUE J
BLUE MEANIE
BLEW J
BODACIOUS
BOONDOGGLE
BREAKAWAY
BREEZIN
CALLIOPE
CANNONBALL
CASCADE
CAT'S MEOW
CHARLIE III
CHASSE
CHUBASCO II
CLEAN SWEEP
CLOUD RACER
COASTER
COOL CHANGE
COUNTERPOINT
CRESCENDO

MISCHIEF
MOGUL BANDIT

DARK STAR
DAS BOOT
DE J
DETACHED
DIRE WOLF
DISSIDENT
DOUBLE JEOPARDY
DOW JONES II
DR J
EASY STREET
ELUSIVE
ENCOUNTER
EYRIE
FADED BADLY
FALCON
FAST BREAK
FAST LANE
FAT CHANCE
FAT CITY
FLYING HIGH
FULL CHARGE
FRANKLEY SCARLETT
FROLIC FUMMER
GAZELLE
GERI'S EMERALD
GREASED LIGHTENING
GREEN MACHINE
GRITS
GUANABARA II
GUNSMOKE
GUT FEELING

M & M
SOPHISTICATED LADY
STARLIGHT EXPRESS

HEATHEN
HINEY BLITT
HOT AIR
HOT ROD
HULLABALOO
IDLE DICE
IMPULSIVE
INNIS FREE
INSATIABLE
IONE
JACKPOT
JAMBOLAYA
JAYHAWK
JAZADU
JAZZ
J DOE
JENNY LEE
JEROBAUM
JETSTREAM
KALISA
KESTRAL
KING PELLINORE
KITE
FRRU
LADY SMITH
LAND SHARK
LOTTA ZUMA
LAST FLING
LE GRAND JOUET
LEPRECHAUN
LISA
LOLA
LONE STAR J

MOODY BLUE
MOONRAKER
MURPHY'S UNCLE
NANCY WHISKY
NODIC STAR
NO RESPECT
NOVIA
OAKWOODS TEW
OBSESSION
PADDY WAGON
PATRIOT
PEACHES
PENGUIN
PERSUASION
PREPARATION J
PRESTO
PRIME TIME
PRONTO
PRYDWEN
PURA VIDA
RADIANT
RAUCUS
RED BENDL
RESTLESS
ROADRUNNER
ROBIN
RUBBER SOUL
RX WILD OATS
SALACIOUS
SAMURAI
SASSYSUE
SCARLET FEVER
SECOND WIND
SIXES & SEVENS

STRANREAR
SQUEEZE
SUPERSTAR
SYNERGY
TABASCO
TACITURN
TAHLEQUAH
TANQUERAY
TEMERITY
THE CHIMAERA
THETIS
TIGER
TIPPECANOE
TISH
TJ
TONTIME
TRUMVIRATE
UBX
VALHALLA
VIVACIOUS
WATERWAY
WAVE DANCER
WHIMSY
WHISPER

WILD CAT
WILD HARE

WIND CHILL
WINDSHADOW
WOOLY BEAR
ZEPHYR