

**J[®]
30**

JOURNAL

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Shore Sails Win J/30 N.A.s!



Shore Sails new designs for the J/30 are proven performers, winning the 1991 North Americans. In fact, Shore Sails were on four of the top five boats.

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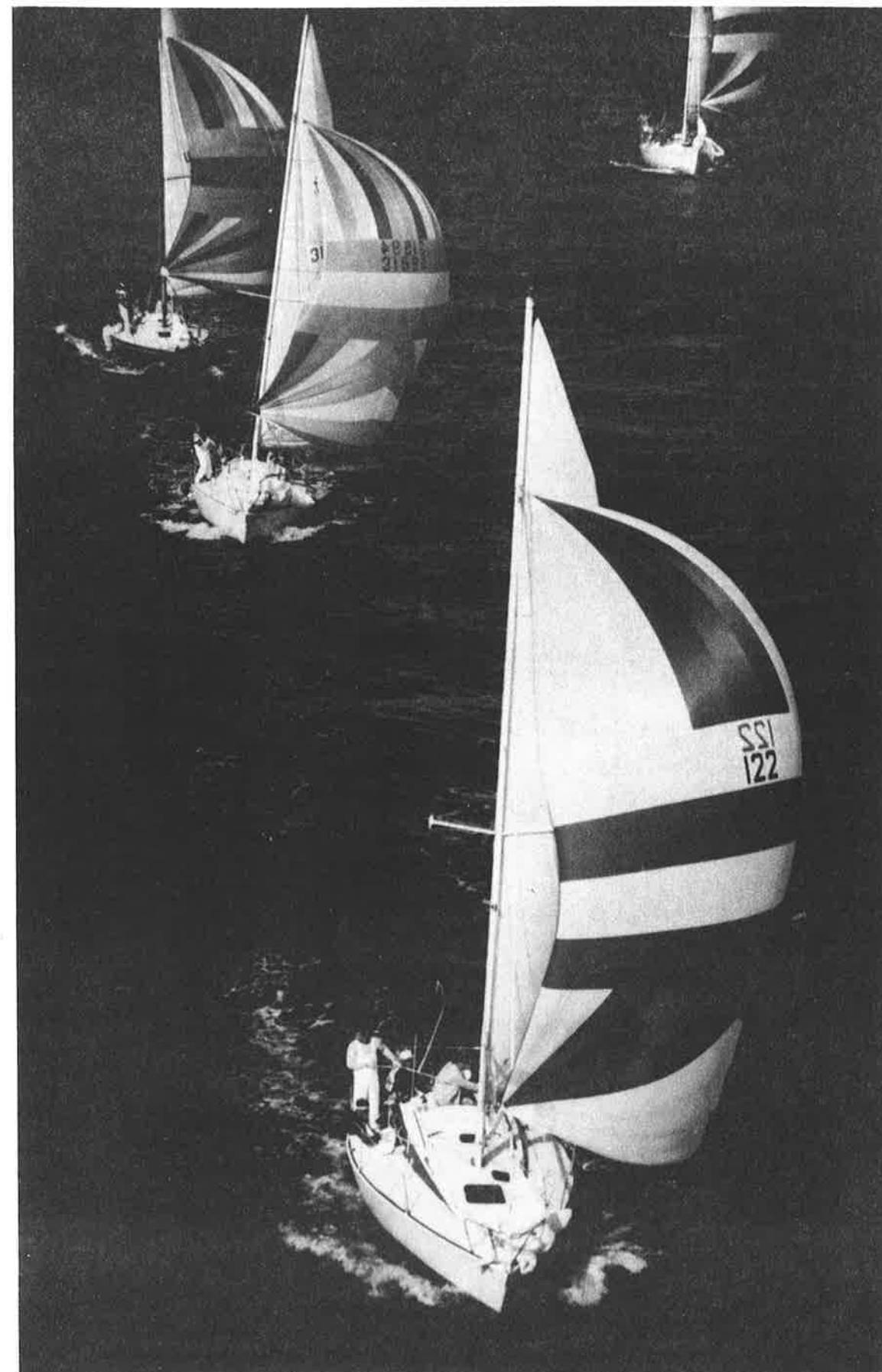
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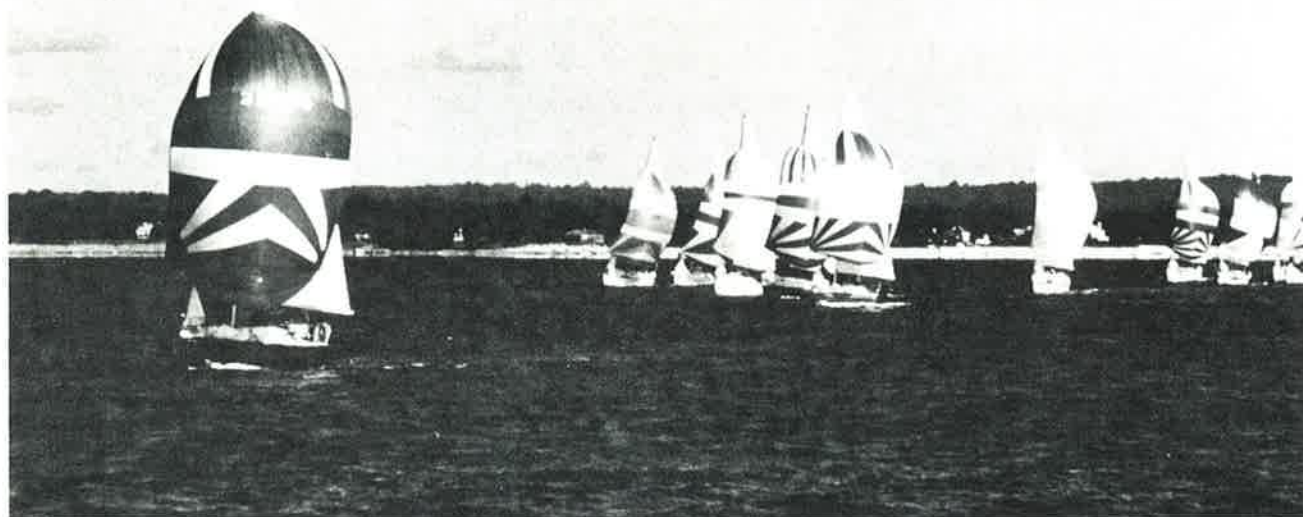
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To The Editor:

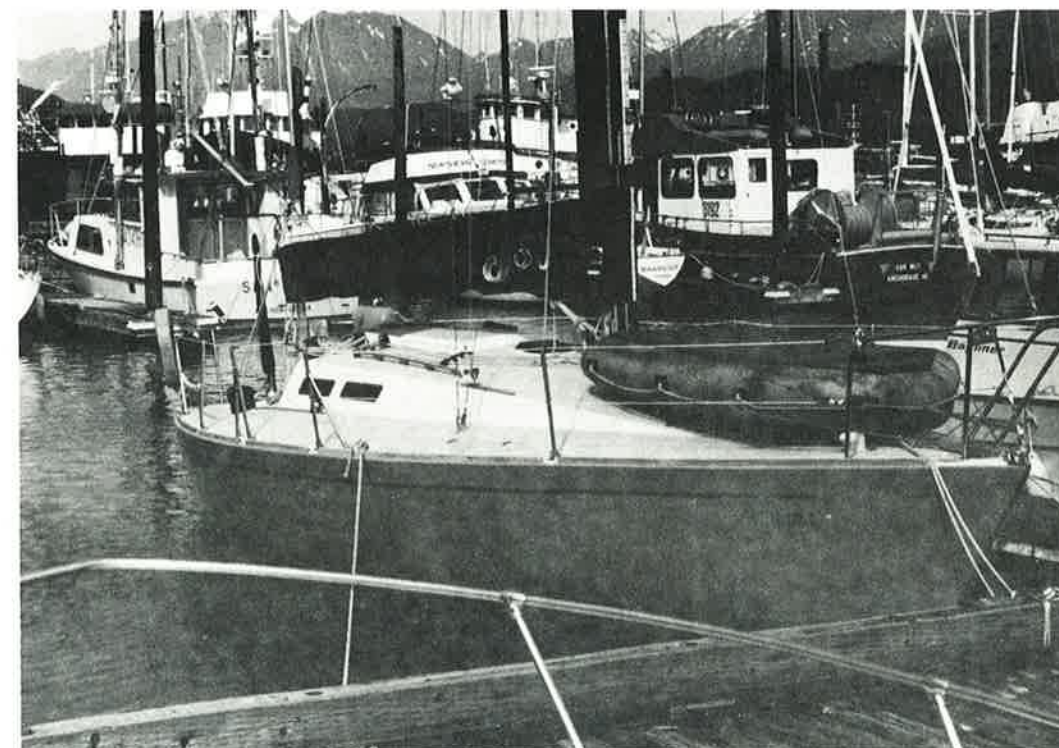
Thank you for your consideration in again offering us the opportunity to put a quarter page ad in your Class Association Journal. You will note that the ad has a new name in the Logo, United States Sailing Association. We have changed the name to be more responsive to the american sailor.

Dan Escalera
Membership Director
USYRU

To The Editor:

Recently I was in Alaska and as usual head for the water. This picture is of Quicksilver J/30 #344 in Seward, Alaska. Resurrection Bay.

Ron Peterson



USYRU is now US Sailing!

We have changed the name to be more responsive to the needs of you, the AMERICAN SAILOR. We are the national governing body for the sport of sailing and provide the racing rulebook, the race management system and the arena for racing for use by every sailor. We also certify sailing instructors and conduct Safety-at-Sea seminars. Many of the responsible sailors have joined US Sailing. We believe that every sailor in the country should belong. So, how about it? Wouldn't you like to be a part of this team?

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SOUTHERN NEW ENGLAND - Darryl Murphy

The J/30 association of Southern New England competed in three regattas as the qualifiers for the 1991 J/30 North American Championship.

Results of the Memorial Day One-Design Regatta are:

1st Bru Ha Ha - Ron Carr
2nd Breezin' - Darryl Murphy
3rd Samurai - Bill McInnis

The Volvo Regatta and Buzzard Bay Regatta were both run under the PHRF format. The J/30 Mogul Bandit skippered by Tom Duggan was first in both Regattas. In a large Buzzard Bay Regatta, J/30's captured the top five places, in a fleet of twenty-four boats. Results as follows:

Volvo Regatta - Newport		Buzzard Bay Regatta - Dartmouth	
1st	Mogul Bandit - Tom Duggan	1st	Mogul Bandit - Tom Duggan
5th	Bru Ha Ha - Ron Carr	2nd	Sundance - Mike Alves
		3rd	Samurai - Bill McInnis
		4th	Breezin' - Darryl Murphy
		5th	Bru Ha Ha - Ron Carr

Mogul Bandit added to its run of first place finishes with a first over all in the Hyannis-Nantucket Figawi Race in a fleet of 170 boats.

Increased participation in 1992 by J/30 fleet members is our goal after the successful hosting of the 1991 North American Championship.

FLORIDA - EAST COAST - David Berg

The South Florida Racing Fleet for the J/30 Fleet will officially close with a race during the month of December 1991.

Our racing officially has eleven (11) races and a print-out is below showing the results for the year which permits each skipper three (3) throw-outs.

The crew of "Hot Air III" is pleased with its efforts and will be declared the 1991 fleet champion. The South Florida racing also covers ocean events which are not reflected on the Annual Biscayne Bay Championship.

Results-South Florida Fleet											Tot.	Place
C-Shell	3	10	10	10	10	10	10	10	10	10	63	9
Cannonball	6	10	1	10	2	3	3	2	2	10	18 ³ / ₄	3
Clean Sweep	10	10	10	5	4	7	10	10	4	10	50	7
Hatztabe-fast	10	10	4	3	10	10	10	3	10	10	50	7
Hot Air III	1	1	10	1	1	5	1	1	1	1	5 ¹ / ₄	1
In the Fast Lane	5	2	5	4	5	2	4	7	10	2	24	4
Jenny Lee	4	3	6	10	10	6	5	5	10	3	32	5
Mary C	2	10	2	2	10	1	2	4	10	10	12 ³ / ₄	2
Starlight Exp	10	10	3	10	3	4	10	6	3	10	39	6

AILANTHUS	DISSIDENT	KALISA II	ROBIN
AIR WOLF	DOUBLE JEOPARDY	KARU	ROCKET J
ALACRITY	DOW JONES	KATIE	ROLLER COASTER
ALTAIR II	DREAMBOAT ANNIE	KATLA	RUBBER SOUL
ANTICIPATION	EASY VIRTUE	KESTREL	SALACIOUS
ARTEMIS	ELUSIVE	KILLAEA	SAMSON
ASLAN	ENCOUNTER	KINESIS	SCARLET FEVER
ASK ALICE	EYRIE	KING PELLINORE	SCARS & SCRAPES
ATALANTA	FADED BADLEY	KISMET	SEA BISCUIT
AVALANCHE	FALCON	KIWI	SECOND WIND
AVITA	FAST LANE	KRRU	SHIBUMI
AWESOME	FAT CHANCE	LADY SMITH	SILVER SHADOW
BABY GRAND	FAT CITY	LAND SHARK	SLINGSHOT
BAD DOG	FERIATION	LAST FLING III	SLIPAWAY
BANDIT	FINAL APPROACH	LeGRAND JOUET	SOPHISTICATED LADY
BE BOP	FIRECRACKER	LEVIATHAN	SOUTHERN BELLE
BEAR TRAP	FLOATING RATE	LIBERTINE	SEPCULATOR
BEAR	FLYING	LIMELIGHT	STARK TERROR
BEAUDACIOUS	FLYING HIGH	LISA	STARLIGHT EXPRESS
BEBE	FROLIC	LOLA	STARSHINE
BEEF TRUST	GARUDA II	LONE STAR	STILL CRAZY
BETTER MOUSETRAP	GET T' WORK	LOTTA ZUMA	STRIKER
BIG KAHUNA	GRASSHIPPER	M & M	SUMMER
BLACK KNIGHT	GREASED LIGHTNIN	MAINSTREAM	SUMMERSALT
BLACK MAGIC	GREEN FLASH	MAVRIK	SUNDANCE
BLEW J	GREEN MACHINE	MAÑANA	SUPERSTAR
BLITZ	GRITS	METAPHOR	SYNERGY
BLUE JAY	GUANABARA II	MILLER TIME	TABASCO
BLUEPRINT	GUNSMOKE	MISCHIEF	TACITUREN
BODACIOUS	HALFAGLASS	MISTRAL	TAHLEQUAH
BONZAI DRAGON	HOODLUM	MOGUL BANDIT	TALON
BOONDOGGLE	HOT AIR III	MOONRAKER	TANQUERAY
BRE AK AWAY	HOT CHOCOLATE	NASH RAMBLER	THETIS
BREEZIN	HOT FLASH	NIGHT NURSE	THUMPER
BROU HA HA	HOT ROD	NO RESPECT	TIGER
CANNONBALL	HULLABALOO	NODIC STAR	TIPPECANOE
CASCADE	IDLE DICE	NORTH CAUGHT	TISH
CAT'S MEOW	IMP	OBSESSION	TJ
CELEBRATION	IMPULSE	OBSTREPEROUS	TOP TICK
CHARDONNAY	IMPULSIVE	OUT LAW	TRIUMRIATE
CHASSE	IN THE FAST LANE	OZONE	TURBO DUCK
CHIBASCO II	INCAHOOTS	PAIN KILLER	TWILIGHT ZONE
CLEAN SWEEP	INFLATION	PEACHES	TWISTER
COASTER	INISFREE	PEMETIC	VAGABOND SHOES
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CHESAPEAKE BAY - Robert Rutsch

The Chesapeake Bay has an active and growing thirty-eight boat fleet. Those numbers and twenty-one sanctioned CBYRA events make for some exciting racing. An average of more than seventeen boats started each race, more than any of the nine other cruising one-design classes and eight handicap and measurement classes in the Annapolis area. The awesome competitive depth resulted in no single boat finishing in the top six in each of three separately scored series and the season long high point competition.

The season kick off was a two day feature-packed clinic and practice session sponsored by Doyle-Allan Sailmakers. Despite stormy April conditions, fourteen J/30's speed tuned, practiced starts and competed in three short course races.

"Bebop" took top honors in the five-race one throw-out North American Qualifier Series with three bullets. "Tiger" nosed out "Valhalla" for second, with "no respect" just a quarter point back in fourth. "Gunsmoke" was fifth and "Deck Works" sixth.

Though "Valhalla" led from start to finish in the Sailing Club of the Chesapeake's Spring Race, the spotlight on this Mother's Day was on five month old Danielle Ensor. "This wasn't her first time on the boat," insisted proud mother Shailja, "we've got lee cloths on the settees, then we packed bags at either end." "Deck Works" is apparently well suited for tacking the baby and now sports a "baby on board" sign.

Rich Harrison's "no respect" sailed by sons Brett and Greg had one-two finishes in the traditional Memorial Day weekend race from Annapolis to St. Michaels on Maryland's Eastern Shore. "Roadrunner" unknowingly towed a brick for most of the race. But they still arrived just in time to put crewmember Diane Brotman in the water with a snake who casually swam past the rafted fleet. "Valhalla" won the return, their finish punctuated by a flyover of the Navy's Blue Angels as they performed at the Naval Academy.

"Das Boot" won the two day Gibson Island/Love Point-Swan Point Cup by 3/4 of a point over Valhalla in light air over June 1 & 2. "Deck Works" sailed consistently to win the J/Jamboree a five race weekend regatta that crowded J/24, J/29, J/30 and J/35's on a single course. New boat to the fleet, "Better Mousetrap" won the Ted Osius Memorial Race on July 7.

"Valkyrie" finished second in the biennial Annapolis to Newport race sailing PHRF in rough weather that forced many boats to retire. Once up north, owner Ron Peterson got a fresh crew and proceeded to whip the PHRF competition, winning their class and best in fleet at Block Island Race Week. "Valkyrie" got the gun in three races and corrected to first in four other races for a near perfect seven bullets.

"Turbo Duck" and "Sea Biscuit" played the eastern shore to finish one-two in the 55 mile Solomon's Island overnight race. After leading and battling "Turbo Duck" all night, "Gunsmoke's" Mike McGuirk had to settle for second, foiling his quest for an unprecedented "three-peat" in the eighteenth running of the Governor's Cup race from Annapolis to St. Mary's City. As the sun came up "Valhalla" was in third, just like in the Solomon's race. But this time, Steve Bardelman and crew closed the gap, catching a critical puff near the finish line to take the gun by a boat length. The entire fleet finished within forty minutes over the 70 mile course.

In the Annapolis Yacht Club Annual Regatta "no respect" hit the final shift passing "Bebop" and "Deck Works." Larry & Pat Christy hosted a pool party for the class after the race, where "Bebop" John Aras got his revenge by pulling "no respect's" Brett Harrison into the pool fully clothed.

"Valhalla" came out on top of the eight race Summer Circuit by a wide margin over their nearest competitor, "no respect." "Vivacious" nipped "Roadrunner" for third, with only a point separating "Turbo Duck" and "Big Kahuna" rounding out the top six. With no throw outs, participation is rewarded. Both "Valhalla" and "Roadrunner" competing in every race to assure their positions.

"Valkyrie" prevailed in the Fall Circuit with consistent top finishes, though "Tiger" kept the pressure on, finishing second. "Encounter" was third and like the two top boats competed in all eight races. Fourth went to "BeBop", fifth to "Sea Meant" and sixth to "Vivacious."

In the three day CBYRA Race Week, Labor Day weekend, "Bebop" triumphed with finishes of 1-2-6 over "Turbo Duck's" 8-1-3 and "Valkyrie's" 7-4-3 in breezes that ranged from light to strong to fickle. Great evening parties marked the event.

Racing across the bay to Oxford and back to Poplar Island in mid September kept spinnaker trimmers busy. It was mostly down wind in both directions as "Tiger" finished 2-1, "Valkyrie" 1-4 and "Sea Meant" 3-2.

"Bebop" edged out "Valkyrie" by a mere 3/4 of a point for the prestigious three race Annapolis Yacht Club Fall Series. In the second race "Deck Works" skipper Doug Ensor lost wife Shailja overboard in a tacking duel near the finish. Doug concentrated on steering while his crew recovered her in time to finish second. In their first race on the rechristened "Jaguar" (ex-Das Boot), new owners Al and Betsy Schreitmueller won the final race of the series.

"BeBop" became "CBYRA Seasoned High Point Champion for the third consecutive year. "Valkyrie" finished second and "Tiger" third in the scoring which is based on a percentage of perfection system. "Tiger's" Tom Donlan earned the Fleet Captains Award by moving up from fourteenth in 1990. "Valhalla" was fourth, fifth went to "no respect" and sixth to "Turbo Duck".

If that wasn't enough racing there was always the popular AYC Wednesday Night series that drew twelve J/30's. And frostbiting got started in November with up to seven on the line. Of course racing isn't the only thing the Chesapeake has to offer our dual purpose yachts. J/30's were out exploring creeks, cruising to historic sites on shore and day sailing.

The Annual Meeting in December had a large turnout, great food, awards and fun for all. During the meeting, 1992 class officers were elected: Fleet Captain--Bill Rutsch, Secretary--Tom Donlan, Treasurer--Doug Ensor, Measurer--Larry Christy, and CBYRA Rep--Steve Bardelman. The fleet continues to grow with four new boats expected. We're looking forward to our best season yet.

North American Qualifier	Summer Circuit	Fall Circuit	CBYRA High Point
1. BeBop	1. Valhalla	1. Valkyrie	1. BeBop
2. Tiger	2. No respect	2. Tiger	2. Valkyrie
3. Valhalla	3. Vivacious	3. Encounter	3. Tiger
4. no respect	4. Roadrunner	4. BeBop	4. Valhalla
5. Gunsmoke	5. Turbo Duck	5. Sea Meant	5. no respect
6. Deck Works	6. Big Kahuna	6. Vivacious	6. Turbo Duck

WESTERN LONG ISLAND SOUND - Bill Jorch

We started the season off this year with a cocktail party and dinner at Riverside Yacht Club. Trophies from the previous season were awarded and there was a lot of discussion about who was doing what to their bottom and "how do you set up your boat for light air?"

The spring season had mixed results. One day at Riverside it blew as much as 20kts and the next day was cancelled after taking more than an hour to sail one mile. The N.A. qualifiers at Lloyd Harbor had the same problem with only one light air race being completed.

The story for the North Americans was Hurricane Bob. Bill Jorch's "Stark Terror" was destroyed while cruising on his way to Buzzard's Bay for the regatta, and the storm disrupted the plans of several other people. Congratulations to Carl Sherter for his success.

The fall season consisted of the Northport Sprint Regatta, Stamford-Denmark (250 boats) and Cedar Point.

There are many J/30's in the district but they are scattered over a wide area (8 hours sailing from one end to the other). We are working on some ideas to pull them all together and are anticipating a great 1992, with a focus on the North Americans at Cedar Point.

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CAROLINAS - Bill Raney

The J/30's in the Carolinas District enjoyed another fine year of racing. Although the dozen or so J/30's in the District are spread out over the 300+ miles from Charleston, S.C. to Washington, N.C., as well as several on Lake Norman, six J/30's made the District Championships at Wrightsville Beach, N.C.

Again this year the J/30 fleet invited other J-Boat classes to participate in a J Fest. A good contingent of J/24's and 4 J/29's joined the J/30's for excellent one-design racing in superb conditions in the Atlantic ocean off Wrightsville Beach.

"Double Jeopardy" skippered and owned jointly by Class President, Bill Raney, and Class Secretary, Gordon Coleman, took District honors for the ninth straight year.

Close behind "DJ" was "Hot Rod" skippered by Ray Hales. Paul Welles of Raleigh sailing "J-Doe" edged out John Stirewalt's "Blueprint" for third place on a tie-breaker.

Visiting boats, "Green Machine" of Greenville, N.C. skippered by Dennis O'Neal, and "Rocket J" of the Neuse River skippered by Randy Boyles each had moments of glory in the five race series.

The crew of "Double Jeopardy" represented the District well by finishing second in the N.A.'s in a borrowed boat.

The district welcomes Ty Smithdeal of Charlotte to the fleet. Ty salvaged a boat that was damaged in Hurricane Hugo and is reportedly doing quite well in the Lake Norman PHRF races. The J/30's continue to be quite competetive in PHRF racing in the Carolinas, especially in breezy conditions.

John Stirewalt has been elected the new District Governor for the Carolinas District and encourages all J/30 owners who see this report to contact him about District activities.

PACIFIC NORTHWEST - Don Leighton

It has been a great year in the northwest for the J/30 Fleet. We seem to be in a rebuilding mode this year with a number of boats being added to the fleet. Our annual One-Design Regatta was attended by seven boats. The Fleet sailed seven races in moderate winds and "Slingshot" was very consistent. After being second in this regatta for the last four years it was a well deserved win. The results are as follows:

1. Slingshot	Bob Henderson
2. Tahlequah	Don/George Leighton/Gid Palmer
3. Leviation	Bob Best
4. Sisu	Dex McCulloch
5. Mystique	Dave MacLean
6. Magic	Bob Storwick
7. Acadia Exit	Glenn Gomes

We are very encouraged by the number of boats being purchased by racing sailors and we are expecting a ten boat fleet for the spring One-Design.

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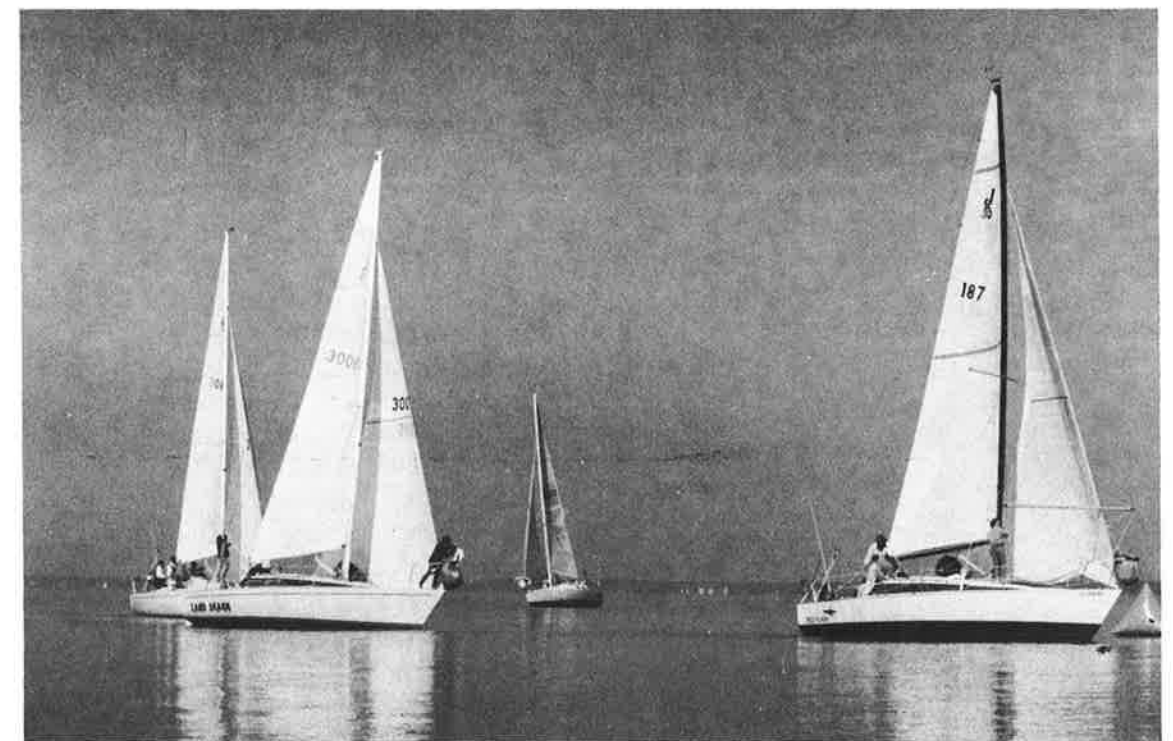
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1991 MIDWINTERS - RACE RESULTS

		Race #1	Race #2	Race #3	Race #4	Race #5	Total
Yacht	Skipper	PL	PL	PL	PL	PL	
1. Jackpot	Bob Reedy	1	2	1	4	3	10.5
2. Half-A-Glass	Cletus Junius	2	1	7	5	1	15.5
3. Zephtr	Scott Tongois	3	3	6	2	2	16
4. Bad Dog	Jeff Bont	5	5	2	1	4	.75
5. Blue Jay	Ambrose Anedee	4	4	3	3	5	19
6. Chasse	Richard Byler	6	8	4	7	6	31
7. Jalapoeño	Sandy St. Julien	DNF	7	5	6	7	34
8. Grits	Joe Bishop	DNF	6	8	8	DNS	40
9. Flying	Hal Spragins	DNS	DNS	DNS	DNS	DNS	45

After a rather cloudy start, the 1992 Mid-Winter Regatta turned out to be a great experience with lots of wonderful people, lots of good racing and a never ending supply of good will. Our special thanks go to Bill Raney and Joe Bishop for their help as well as the New Orleans Yacht Club for sponsoring the regatta.

See you in 92.



Ghosting on Lake Pontchartrain

WESTERN GREAT LAKES

1991 Chicago NOOD Regatta - Dennis Bartley

This was the third NOOD regatta and saw the largest contingent of J/30's - nine, up from last years six, thanks to fleet coordinator Dennis Bartley. Four newcomers joined the other five who had sailed in the previous regattas. Most of the boats came from the Chicago MORF (Midwest Open Racing Fleet) but were joined by others from harbors such as Waukegan and Michigan City.

The Chicago NOOD was hosted by Chicago Yacht Club. They did an excellent job of race management, scheduling 2 races each on Thursday and Friday, with a fifth race on Saturday. Thursday the wind was from the east at approximately 12 knots. On the first leg the boats all tested their speed with each other and tried to learn something about the wind. With the wind predicted to go SE, some played the right side of the course while others played to local shifts. During the second windward leg the wind made up its mind and shifted left leaving those who played the right side of the course out to scramble for a good finish position. The finish saw Tex Hull in "Hullabaloo" first, Dan Darrow's "Salacious" just nosing out last year's winner Tom Edman ("Pronto") for second and Dennis Bartley's "Planxty" 2 seconds behind.

The second race saw another W-L, but with shorter legs and a windward mark at 90 degrees and the wind up to 12-15 knots. This time there was drag type racing with lots of close covering tacks. One design racing at its best. At the windward mark "Pronto" came in on starboard with "Salacious" on port. Darrow tacked at the mark with a boat length to spare and rounded first with "Pronto" a few lengths behind. Dick Newman in "Dickens" came in from the right side of the course on the final beat to take third with "Hullabaloo" and "Planxty" close behind. It was obvious after the first day of racing that no one was going to dominate the series.

On Friday the wind out of the south - where it should be - with predictions of building wind throughout the day. Again the race committee set W-L courses. The start of the first race saw winds in the 12-15 knot range. The fleet split at the start with some going to the right toward shore and others out into the lake. "Planxty" started at the committee



Tex Hull, senior member of the Chicago area J/30's racing, in the beer can series.

boat and immediately tacked to port to take maximum advantage of the expected geographical shift. By the second windward leg the wind had built further so that the boats were beginning to be overpowered in the gusts with their number one's. "Planxty" covered the fleet well followed by "Salacious," "Hullabaloo" and "Pronto." Steve King, a new J/30 owner of "Second Wind" showed that he is learning the boat and will be a factor in future events. In the first three races three different boats took firsts.

Friday's second race saw most of the boats switch to #3 jibs as the wind continued to build - especially inshore at the windward mark. Again there was tight racing as the first five boats traded places and tacks. It should be noted that there was a second duel of those with less J/30 boat



Dick Newman races "Dickens" to Michigan City.

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time between Steve King's "Second Wind," Robert Lee's "Le Grand Jouet," John Knoepke's "Aslan" and Alice Martin in "Painkiller." By the end of the first beat Clifton Hull showed that he had incredible boatspeed in a breeze. The run saw some great surfing with "Pronto," "Planxty" and "Salacious" all looking for a way to catch "Hullabaloo" and at the same time round in front of the other three. With the Hulls sailing flawlessly, the others let him go and covered the rest of the competition. Again the boats crossed within lengths of each other with "Salacious" taking a third deuce and "Pronto" beating "Planxty" by a pulpit.

Going into Saturday's final race Tex Hull needed to put a boat between him and "Salacious" in order to take the event. The wind had now moved to the SW and the predictions were for it to build during the day. On the way out to the start it blew fairly hard but then calmed down some when the race committee moved the course further offshore. The J/30's all waited on sail selection with several



Tom Edman shows "Pronto's" stern to the MORF fleet on Lake Michigan.

not hoisting until after the 5 minute prep signal. The first beat of the Olympic course saw an interesting test of boat speed and sail selection. Tex went with a #3, Darrow with a #2 and "Planxty" with a #1. The order at the first mark was the same as the sails - but with the boats separated by only a few lengths. The next leg was a tight reach and since the T10's in the fleet ahead delayed setting chutes the J/30's did likewise. "Planxty" was the first to set, 2/3rds of the way down the reach. Darrow tried next but because of various problems it was quickly doused again. "Hullabaloo" waited until the jibe mark. On the second reach, which was very broad, Tex Hull passed Darrow and was showing good speed. At the leeward mark the RC announced a course change with the windward mark moved to the left - a little more south in the wind. The beat saw "Planxty" showing a loose cover while "Hullabaloo" looked for ways to catch him while at the same time keeping "Salacious" back in third. At the second windward mark "Hullabaloo" got caught in the starboard parade and had to take an extra tack. This allowed "Salacious" to round on the inside with "Hullabaloo" overlapped on the outside. Both boats chose to jibe set - neither of them very quickly. Down the run it was touch and go as both looked for the advantage and ways to catch "Planxty." "Salacious" rounded just in front of "Hullabaloo" and the beat was now one of close covering tacks. Half way up the beat "Salacious" wrapped the sheet and allowed "Hullabaloo" to get away. Now it was a question of whether he could catch "Planxty" and put a boat between him and "Salacious." Fortunately for "Salacious" the wrapped sheet caused them to go the right side of the course and the wind shifted back slightly to the right at the same time.



Megan Bartley, daughter of Western Great Lakes District Governor Dennis Bartley, drives "Planxty" to St. Joe, Michigan.

Skip Vielhauer, member of the J/30 Fleet of Oswego Yacht Club, trailered his J/30 "Frolic" to Florida for his first competition in the Fourth Annual Audi/Yachting Key West Raceweek. "Frolic," handicapped at 129, captured fourth overall in the competitive Blue Flag division correcting just one point out of third place. Crewing on board "Frolic" were two Vielhauer's regulars, John Burton and Pat Caster, as well as Alan Drew from Doyle/Allan Sailmakers, Bob Rutsch of the 1990 NA Champion J/30 "Be Bop," Rick Shannon of Oswego Yacht Club and Charlie Elve of Henderson Harbor Yacht Club.

The first day of the competition began with a postponement of nearly an hour. After changing the heading of the weather mark at least three times, the race committee set a windward-leeward course and let the racers deal with the vagaries of the fickle northeasterly breeze. "Frolic" corrected out to claim fifth of this eighteen boat division.

Day 2 tested the crew of "Frolic" when, 10 seconds after the start, the mainsheet block exploded. The boomvang snapped shortly after repairs were in progress on the mainsheet. Finding themselves in last place after repairs, good tactics and boathandling brought "Frolic" back to the top third of the fleet, correcting to seventh place.

During the next two days "Frolic" continued to improve and was just squeezed out of line honors in race 4 after getting rolled by IMS boat "Spirit" right at the line. "Frolic" took fourth place in both races.

In race 5, "Frolic" had its best performance, grabbing the lead at the start and battling eventual race winner "Perpetual Motion" to claim second place. Vielhauer received his first Audi-Yachting Silver Award.



"Frolic" crew celebrating 2nd place Trophy in race 5. Seated (left to right) Malene La Berge, Alan Drew, Skipper "Skip" Vielhauer. Standing (left to right): Bob Rutsch, Rick Shannon, Charlie Elve, Pat Caster and John Burton.



"Frolic" surfing at Key West.

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The 1991 J/30 North American Championships, hosted by the Southern New England District, were held on September 6, 7, & 8, 1991 at the Hyannis Yacht Club in Massachusetts. The event was originally scheduled for the New Bedford Yacht Club in Buzzard's Bay, but Hurricane Bob, with winds in excess of 120 mph, breezed into New Bedford in the early morning hours of August 18th, just 18 days before the N.A.s were to get underway. The New Bedford Yacht Club and its harbor took a severe beating and it was determined that this Club could not commit to holding the N.A.s in just over two weeks.

Enter Tom Duggan, owner of "Mogul Bandit," out of the Hyannis Yacht Club in Cape Cod. Tom convinced the Hyannis Yacht Club to host the event while it was still draining the foot of water that had covered the entire bottom floor during Bob. Due to the hard work and persistence of the organizers, many of whom were still without telephones and electricity, the event was relocated to Hyannis.

The fleet was somewhat smaller than in years past since the number of local boats in the Southern New England District is far less than in the Chesapeake or Long Island Sound. Despite the reduction in numbers, the event had a truly national flavor with six J/30 districts being represented in the 11-boat fleet.

The sailing area of Hyannis proved to be ideal for the breezy northerly conditions. A short trip from the Yacht Club puts the participants in Nantucket Sound which is protected from the north by Cape Cod. Conditions were generally on the breezy side, but light to moderate air on the last day provided a well-rounded regatta.

Day 1

A breezy and overcast day was the setting for races 1 and 2. The first race saw most participants with #1 headsails and maximum depowering of the main. "Heathen," owned by Don Shades, with Carolina Skippers Gordon Coleman and Bill Raney, took the lead when most of the fleet overstood the first mark and sailed a conservative course for the gun. In a tight pack, "Samurai," "Fat City" and "Brou Ha Ha" took second, third and fourth, respectively. "Brou Ha Ha" blew out their hot pink spinnaker due to a knotted spinnaker halyard after first downwind leg and still managed to be a real contender in these conditions.

For race 2, the whitecaps had increased and the Race Committee set another five-legged windward leeward course. Most skippers called for the number three headsail. Once again, "Heathen" took the gun with conservative upwind strategy and good downwind speed. However, the real story of this race was that "Brou Ha Ha" finished second without a spinnaker. The conditions were so breezy that the lack of spinnaker on the downwind legs was not disastrous and the superior upwind speed and good tactics enabled Ron Carr and crew to save a second. "Samurai" finished third and "Fat City" fourth to set up a tight pack for places second, third and fourth after the first day.

Day 2

Day two saw more of the conditions at the end of day one with slightly brighter skies. "Brou Ha Ha's" appeal to be allowed to replace its spinnaker was allowed in the interest of fairness. Number threes were once again the choice of most for the 5-legged windward leeward race.

In race 3, "Brou Ha Ha," "Heathen" and "Tippecanoe" rounded the first mark in close sequence. The see-saw race prevailed most of the way down the second leg. "Brou Ha Ha" managed to keep the inside overlap and sailed fast and conservatively thereafter for the gun. "Heathen" held on for second and "Fat City" took a third over "Tippecanoe."

Race 4 was a replay of the conditions in race 3. "Brou Ha Ha" took an early lead and kept it throughout the race. "Heathen" established a solid second and tried to gain a speed advantage by using a #2 headsail for the last windward leg in the slightly diminished breeze. "Heathen" had a scare from a group that went to the left corner but managed to hold off "Fat City" and "Samurai" for second place.

At the end of day two, it was still "Heathen" in the lead with 5-1/2, followed closely by "Brou Ha Ha" with 7-1/2. "Fat City" solidified its hold on third place with a total of 13 points, followed by "Samurai" with 17 and "Mogul Bandit" with 22.

Day 3

Going into the last race, the interesting situation existed of "Brou Ha Ha" having to finish first or second with at least one boat between it and "Heathen" or finishing third or worse with two or more boats between it and "Heathen" to prevail in a tie breaker.

The conditions were much different for race 3 with bright sunshine and moderate to light northerly winds. The wind had gone slightly more easterly overnight and had become somewhat less stable. At the start, "Heathen," "Tippecanoe" and "Brou Ha Ha" broke away from the pack on starboard with "Heathen" being leeward most boat. No boat speed advantage was appearing. A slight shift put everyone on port tack with both "Tippecanoe" and "Brou Ha Ha" tacking ahead and to leeward of "Heathen." Well down the leg it appeared that the boats farthest right had faired better and when the crucial crossing came, "Brou Ha Ha" was about three lengths ahead of "Heathen" with both trailing the boats who went right early. A number of boats arrived at the first mark in a pack. The light air, combined with strong current, resulted in "Sundance," the race leader, getting hung on the mark and creating a great deal of confusion. Out of the pack emerged "Brou Ha Ha" showing again their excellent tactical judgment.

Despite some threats from the corners, and some bunching of the fleet on the downwind legs, "Brou Ha Ha" managed to stay in the lead with good speed and tactics. Heathen was struggling back in the pack to try to either catch or finish just behind "Brou Ha Ha." By the final leg, "Brou Ha Ha" developed a comfortable lead. "Samurai" and "Heathen" were in a close race for second. "Samurai" forced "Heathen" to tack near the end of the leg and when they came back together it was apparent that "Samurai" had found the better side with a 6-boat length lead.

"Brou Ha Ha" took the gun with "Samurai" a close second and "Heathen" third. Ron Carr and crew had done it by 1/4 point.

The shoreside facilities, race management, racing conditions and shoreside social events were all superior. Congratulations and thanks to the Southern New England District for making a possible disaster into a memorable experience for all participants. Congratulations to Ron Carr and crew for a great come-from-behind victory.

Race #	1	2	3	4	5	Total
(1) Brou Ha Ha	4	2	1	1	1	8.25
(2) Heathen**	1	1	2	2	3	8.5
(3) Fat City	3	4	3	3	5	18
(4) Samurai	2	3	8	4	2	19
(5) Tippecanoe**	6	8	4	7	4	29
(6) Mogul Bandit	5	7*	5	5	8	30
(7) Sundance	7	6	7	6	6	32
(8) Esprit**	8	10	9	8	9*	44
(9) Breezin	9	7	6	12	12	46
(10) Sweet Melissa**	10	9	10	9	12	50
(11) Feriation	11	12	12	12	9	56
* Percentage Penalty	**Loaner Boat					

PRELIMINARY RACE NOTICE

1992 NORTH AMERICAN CHAMPIONSHIPS

The 1992 North American Championships will return to the Cedar Point Yacht Club in Westport, Connecticut, in early October 1992. Cedar Point hosted the J/30 N.A.s in 1983 and 1984 with rave reviews from the participating sailors. This is a one-design racers Yacht Club with superior race committee and ideal facilities. The club has five resident J/30s. Long-time Class stalwart Carl Sherter presented the invitation to the Board of Governors in Hyannis, Massachusetts. Take it from one who was there in '83 and '84, the racing and social activities there will be superior.

A-B

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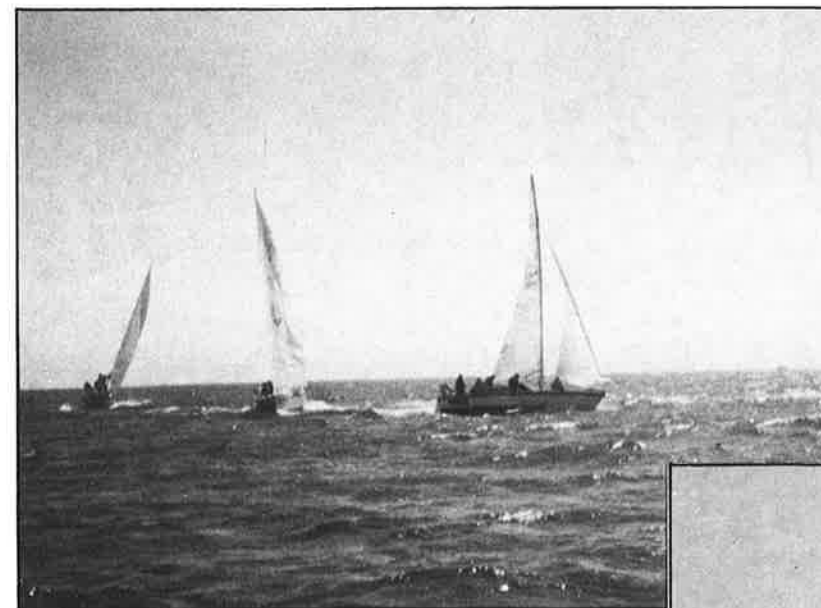
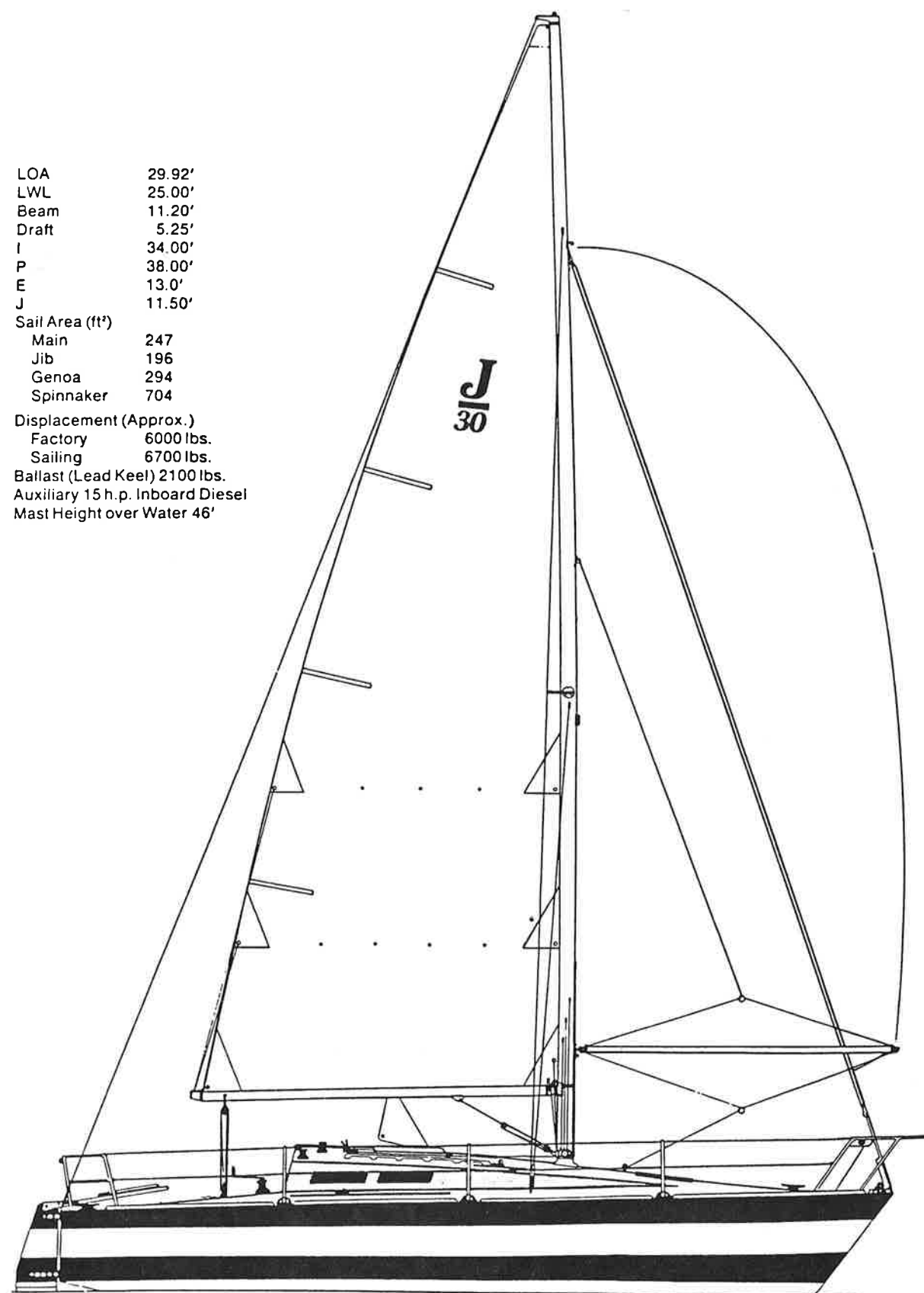
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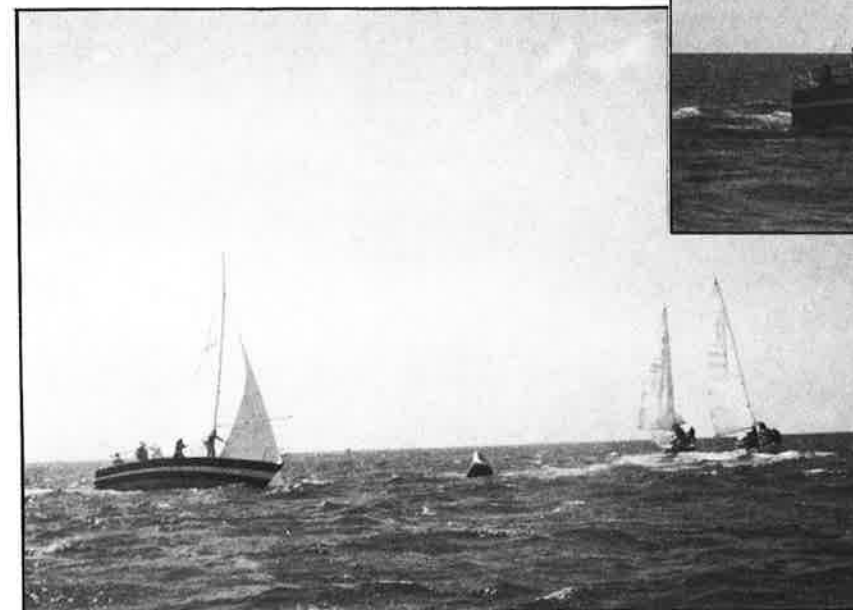
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LOA 29.92'
LWL 25.00'
Beam 11.20'
Draft 5.25'
I 34.00'
P 38.00'
E 13.0'
J 11.50'
Sail Area (ft²)
Main 247
Jib 196
Genoa 294
Spinnaker 704
Displacement (Approx.)
Factory 6000 lbs.
Sailing 6700 lbs.
Ballast (Lead Keel) 2100 lbs.
Auxiliary 15 h.p. Inboard Diesel
Mast Height over Water 46'



*"Breezin" Rounds in Front of
"Samurai" on Day 2*

"Heathen" Chases "Brou Ha Ha"



*"Brou Ha Ha" Leads "Tippecanoe" and
"Heathen" Around
the Windward Mark in Race 3*

*"Heathen", "Fat City",
"Samurai" and
"Mogul Bandit"
Beat to the Finish in Race 3*





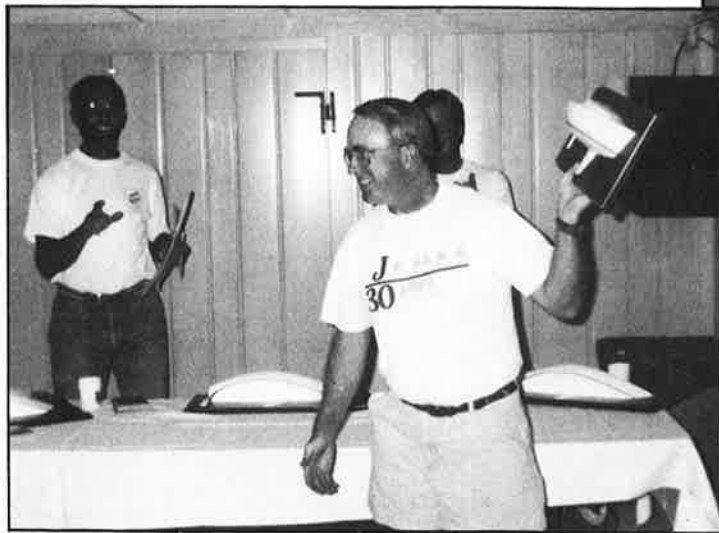
Ron Carr and Crew
of "Bru Ha Ha" 1st Place

Gordon Coleman and Bill Raney
2nd Place "Heathen"



Carl Sherter 3rd Place "Fat City"

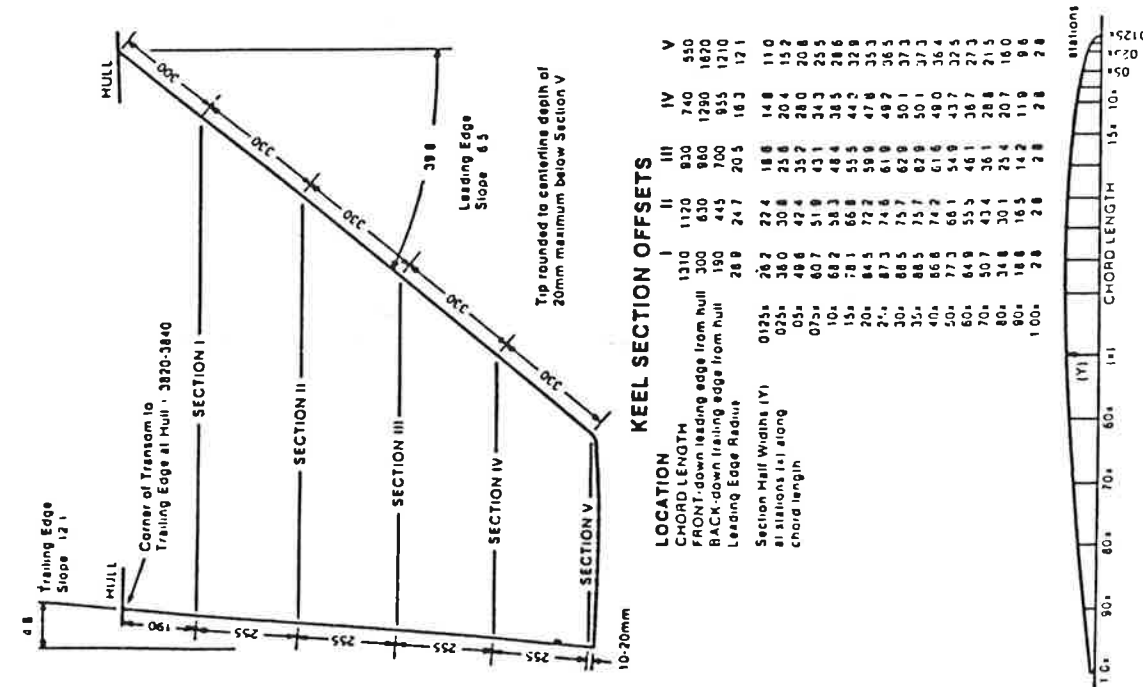
Bill McInnis 4th Place "Samurai"



Dan Darrow 5th Place "Tippecanoe"

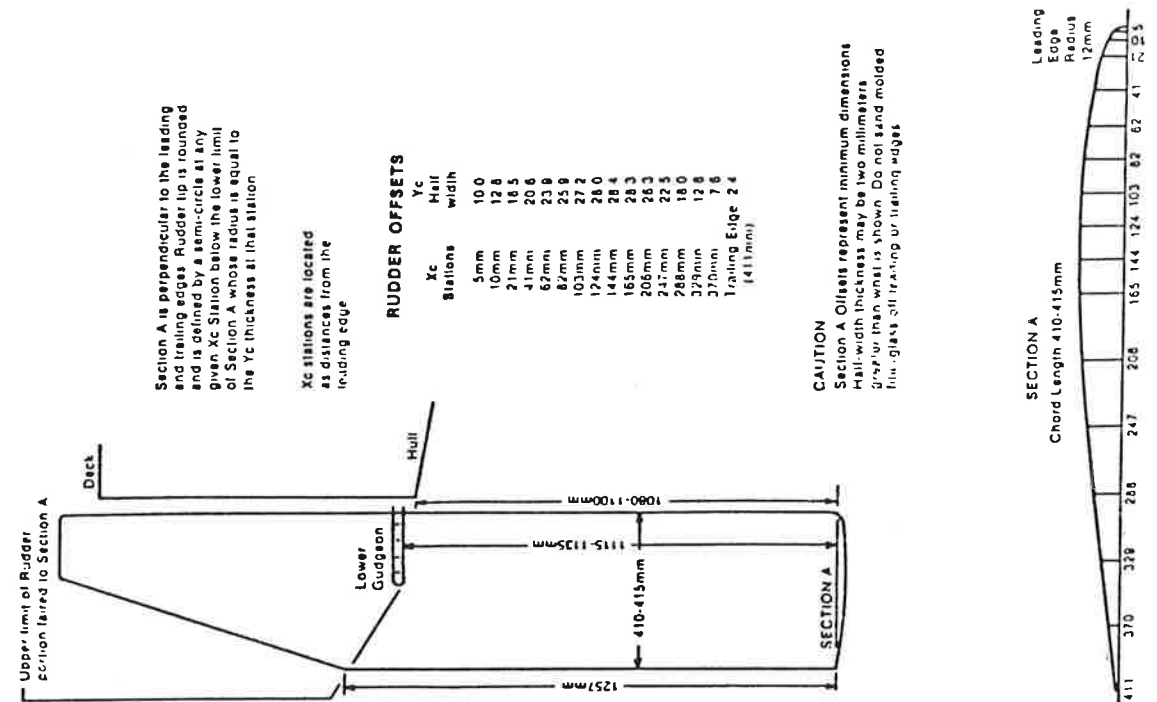
J/30 OFFICIAL KEEL DRAWING AND OFFSETS

(Dimensions in Millimeters)



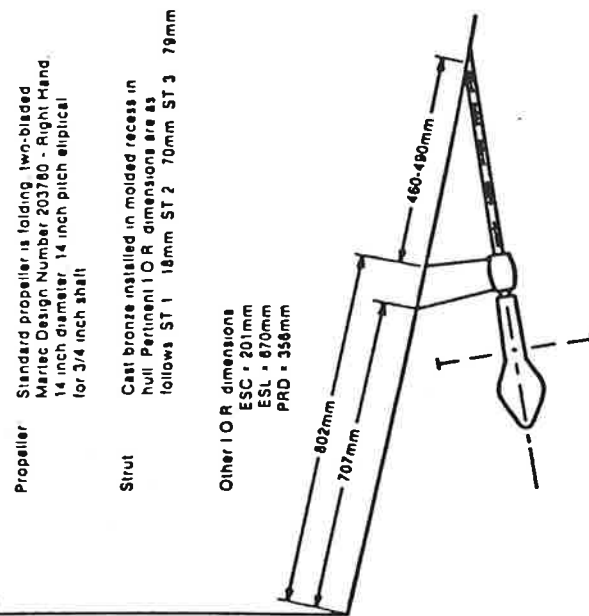
J/30 RUDDER PLAN AND OFFSETS

(Dimensions in Millimeters)



J/30 SHAFT, STRUT AND PROPELLER INSTALLATION STANDARD

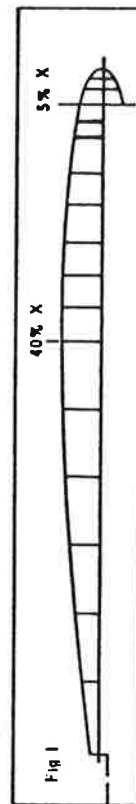
Standard specifications as they relate to Class Rule 5.13.3
and to I.O.R. measurement terms.



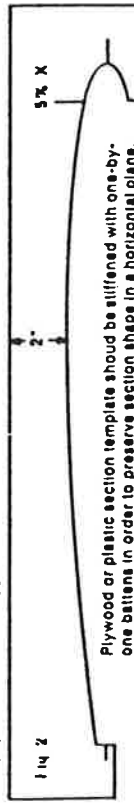
Reference: J/30 Class Rules dated 4/1/81
and I.O.R. Mark III

J/30 KEEL TEMPLATE CONSTRUCTION

Keel templates for the J/30 shall consist of five templates and shall be constructed as follows:
1. Lay out each section directly on 1/2 inch plywood or plastic sheathing. First draw the centerline axis and plot the half-width (y) stations along the chord length (x) as indicated by the official keel table of offsets. (Fig. 1) Be sure to notch centerline forward edge and aft of trailing edge for permanent reference.



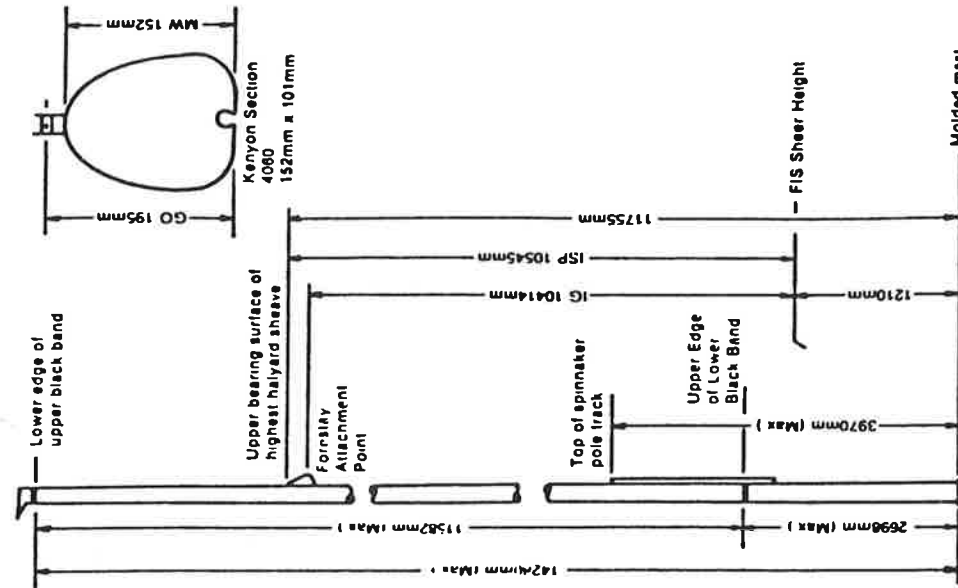
2. Cut template out of material as shown in Figure 2 being sure to leave the pencil outline of the section showing on the rough template. Pair the cut back to the pencil line to achieve perfect fair using snapwire on a flexible block.



3. Mark off points on leading edge and trailing edge as specified in the table of offsets. Fit templates to appropriate marks.

J/30 MAST SPECIFICATIONS STANDARD

Standard specifications as they relate to Class Rule 5.7
and to I.O.R. measurements.



Reference: J/30 Class Rules dated 4/1/81
and I.O.R. Mark III

A CRUISE FROM HELL: THE END OF STARK TERROR J 30

by Bill Jorch

It was supposed to be the perfect cruise. Everything pointed to a wonderful time; relaxing, good sailing, visiting some favorite ports and exploring some new ones. We had spent eight years making improvements to "Stark Terror" so she was a comfortable sailing home. I had put slugs on an old racing main to make it controllable when being set or dropped. An autopilot relieved the boredom of steering when motoring and provided another pair of "hands" during sail changes. A pressure hot water system and a radar (removable for racing) improved the quality of life and reduced the tension of sailing in Block Island Sound fog.

For the first time in three years, I was able to squeeze two consecutive weeks of vacation out of my business. Our good friend Michel was delivering the boat to Narragansett Bay from Long Island, saving us one to two days, and we were leaving the boat in Buzzard's Bay for the North Americans. We would easily make it to Nantucket and have several days there to enjoy the island. Nancy had stocked "Stark Terror" with all sorts of gourmet delights. Our nine year old son, Billy, had just won the Optimist Dinghy Open Championship and said he was looking forward to sailing a bigger boat. We were ready!

I listened to the NOAA weather on Friday as we unloaded Michel and loaded our gear onto "Stark Terror." They described a hurricane off southern Florida. I always listen to NOAA morning and night when cruising so we don't have any surprises from the weather and I reminded myself to re-establish this habit.

We attended a friend's wedding Friday night and slept a little late Saturday morning. NOAA now said that Hurricane Bob had 100 MPH winds and was heading due north. It did not show signs of changing it's path and would be off North Carolina late Sunday. A glance at the charts showed it was heading right for us. Great.

We decided to spend a few days in Narragansett Bay. We had raced there a lot, but had never done any cruising. It also offered a lot of alternatives if Bob became a threat.

We had a wonderful sail up the bay to Potter's Cove on Saturday, followed by swimming and beachcombing. A lovely day was spoiled only by NOAA's warning that Bob was aiming straight for Rhode Island. We listed our options and decided that Sunday would be spent hiding from and preparing for Bob, depending on the Sunday NOAA report.

We awoke Sunday to a hurricane watch. Winds in excess of 100 MPH, Cape Hatteras did not slow it down, and it's landfall will be Connecticut, Rhode Island, or Massachusetts Monday night. I am really concerned because we are right in the middle. What do you do? Where do you go? I have lived on Long Island all my life and have been through many hurricanes, but I was always safe in my house and my boat secured on it's mooring in our protected little harbor. Now I'm far from home, no one to help me, no place for the boat, and most importantly, I'm worried about the safety of my wife and son. My previous experience with hurricanes taught me that you can never underestimate them.

NOAA expects the strong winds to be southeast. Bristol is wide open to the south; much of Greenwich is also exposed to the southeast; newport has the NOOD Regatta and the Jazz Festival; so finding a mooring will be tough. Besides, Newport is so crowded that a couple of boats breaking loose will create chaos.

We decide on Wickford. It is well protected to the southeast and south, is small, and has a yacht club with moorings. We arrive around noon in a parade of boats all looking for shelter, and pick up a club mooring about five boats in from the breakwater. A little while later, a friend from home, Mark, and his bride, Dianah, pick up the mooring next to us. It is the last one and one mooring further from the breakwater. They finished the NOOD Regatta on a mutual friend's boat and are now taking it on their honeymoon. We go ashore for a while and then begin serious preparations. Billy and I tied down the mainsail, removed everything we could on deck, got both anchors ready, put steadying lines on the radar mast in the stern, and tied two additional lines to the mooring below the mooring ball. NOAA had posted a hurricane watch and I was really worried. If the storm tracks east just fifty miles in the next twenty four hours, our wind (110 MPH forecast) will be east and the only thing protecting us from seven miles of open water and an estimated storm surge of ten to twelve feet is a breakwater that is only two feet out of water at high tide. I tell Nancy to imagine that "Stark Terror" and everything in her are totally destroyed, and she should pack two bags with those things that are most precious to us.

After the wedding on Friday, we left our car at a friend's house about eight miles from Wickford. Sunday night I take the dinghy ashore in pouring rain to get the car. Rhode Island is in a major evacuation mode. Transportation centers and roads are clogged with evacuees. The police are forcibly evacuating people from waterfront areas. It takes me three hours to get a taxi. They kept promising "any minute." I should have walked.

When I finally got back to the boat, NOAA is predicting the worst. Bob will hit us dead on and has intensified (120 MPH winds and twelve to fourteen foot surge) with gale force winds predicted by 11:00 AM, Monday. It is very eerie on deck as I fill the dinghy engine one last time. It is so calm that you can hear people talking on shore and nailing plywood over their windows. It is hard to believe that in twelve hours all hell will break loose.

Twenty four hours earlier I had been worried - what if this thing hits? How will I protect "Stark Terror?" Twelve hours ago I was scared and maybe a little panicky, Bob will definitely hit us and my priorities changed. How will I protect Nancy and Billy? Now, twelve hours before the worst of it. I am just a little nervous, but under control. We now have a plan so that Nancy and Billy will be safe, and I have done everything I can for "Stark Terror." We are all packed and it will take only minutes to be in the dinghy and gone to the motel I found earlier or to an evacuation center in a school. I am a light sleeper and if the wind picks up at all, I will wake up and we'll leave. At 1:30 AM on Monday, I crawl into my bunk.

I am up with the sun Monday morning. NOAA's forecast has not changed so it is time to leave. 6:00 AM and there is not a breath of wind. It is so calm you can see the reflections of buildings on the water. We have breakfast and I take the anchors out in the dinghy. We are in fourteen feet of water and now have the mooring, two extra mooring lines, a 22 lb. Danforth with 10' of 7/8" chain and 160' of 1/2" nylon to the east and a 12 lb. Danforth with 15' of 3/8" chain and 150' of 3/8" nylon to the north.

We leave "Stark Terror" at 6:45 AM. This is Billy's second hurricane. He looks very worried and asks me if we are going to be okay. Nancy and I have tried to include Billy in our preparations so he would know what was going to happen. I know it is going to get very wild in a few hours and I hope it doesn't dampen his enthusiasm for sailing. The wind is now east at six to eight knots.

It is a long ride to the yacht club and after dropping Nancy and Billy off, I go back out for Mark and Dianah. Their dinghy pump doesn't work so I give them a ride, 7:15 AM and the wind is now ten knots.

Nancy and Dianah drive to a motel (picture the motel in a bad 1950's movie) to get rooms. Mark helps the yacht club disassemble their docks (they've been through this before), and I decide to unload more of our gear from "Stark Terror." I bought large plastic bags the night before and stuff them with clothes, bedding, utensils, anything not bolted down. The dinghy is almost awash when I leave. It is raining now (7:45 AM) and the wind is up to fifteen knots.

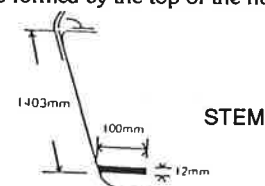
Back at the dock I realize that I can't put the dinghy in the car because I left the lock for the dinghy engine on "Stark Terror." One more trip. On the way back in, the wind and waves are such that the dinghy is surfing. Nancy tells me that Billy was very worried that he was going to lose his daddy and never took his eyes off me on the last trip. Further trips in the dinghy are virtually impossible and probably very dangerous. 8:15 AM, wind twenty to twenty five knots.

In the car we hear that Rhode Island is closing all bridges. (Newport is on an island and will be isolated), and the Interstate 95 is closed (they don't want tractor trailers blown upside down). We expect all services to cease so we have breakfast in a diner, it could be our last hot meal for a long time. A quick stop at a supermarket to stock the motel rooms and then one last look at the harbor before retreating to our "bunkers" in the motel.

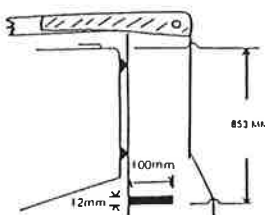
When I looked at the harbor, my heart sunk. It is hard to describe the feeling if impending doom, loss, and sadness that swept over me. My worst fears were coming true. The wind was east, in the high thirties, The seas were coming unimpeded across the widest part of the bay, and were beginning to break over and surge through the breakwater even though it was almost low tide. The boats farther in the harbor were not riding too badly, but out where "Stark Terror"

- .7 A clam opening shelf and/or flattening reef (with the outhaul grommet no higher than 305 mm from the clew grommet, measured on grommet centerlines) is permitted.
- .3 Reefable Genoa (#3)
 - .1 Minimum cloth weight is 6.25 oz.
 - .2 The length of the LP shall not exceed 3658 mm nor be less than 3550 mm.
 - .3 One reef point may be included with a maximum height of 1220 mm along the luff from the center of the tack. Cunninghams are not permitted.
 - .4 Maximum luff length is 9982 mm (32.75').
 - .5 Up to three battens are permitted between the head and the clew evenly spaced on the leech. The length of each batten is unrestricted.
- .4 Genoa (#2)
 - .1 Minimum cloth weight is 5.50 oz.
 - .2 The length of LP shall not exceed 4907 mm nor be less than 4800 mm.
 - .3 No reef point or cunninghams allowed.
 - .4 Maximum luff length is 10.515 m (34.5').
- .5 Genoa (#1)
 - .1 Minimum cloth weight is 3.50 oz. Effective after January 1, 1985, a minimum 3.00 oz. mylar is a permitted alternative.
 - .2 The length of LP shall not exceed 5665 mm nor be less than 5250 mm.
 - .3 The length of the leech shall permit windward trimming to the existing genoa tracks.
 - .4 No reef points or cunninghams are allowed.
 - .5 Maximum luff length is 10.670 m.
- .6 Spinnaker
 - .1 Minimum cloth weight is 0.75 oz. nominal and 0.9 oz. actual weight. Spinnakers must be made of nylon.
 - .2 The maximum length of the leeches is 10.515 m. The half width at the half height, measured from midpoint of the leeches to the nearest point on the centerfold shall not exceed 3429 mm (11.25'). The foot shall be contained by a 110° angle from the clews. Maximum spinnaker half width at any point on the luff shall not exceed 3429 mm.
- .13 Auxiliary Engine and Propeller
 - .1 Weight: The engine dry weight including adjacent batteries shall not be less than 145 kg.
 - .2 Manufacturer: The engine used must be from a supplier and of a type approved by J-Boats, Inc.
 - .3 Propeller, shaft and strut shall be in accordance with the standard installation with a propeller diameter of not less than 356 mm.
- .14 Sailing Weight: Comparable sailing weight among boats shall be achieved through the use of draft marks located on the stem and on the rudder of each boat. Draft marks shall be 12 mm wide and extend at least 100mm from the leading edge on both sides of the stem and rudder. Draft marks are to be painted on by owners or moulded by the builder in sharply contrasting color.

The bottom of the stem mark shall be 1403mm down the stem from an extension of the line formed by the top of the hull flange at the stem, not including the deck.



The bottom of the rudder mark shall be 853 mm down from an extension of the line formed by the top of the hull flange at the center of the transom.



STEM

STERN

When in sailing trim (without crew) with all supplies, sails, stores, tankage, and sailing gear, the bottom of both lines should touch the water. The event organizers for a J/30 One Design event or series may waive the requirement for draft marks. In the case of a waiver the sailing weight may be determined by measuring the distance as specified herein for the location of the draft marks.

.15 Official Class Identification

- .1 Color is solid PMS Reflex Blue. Outline insignias are prohibited.
- .2 Location on the mainsail shall be formed by two 400 mm x 800 mm rectangles located on top of one another and between the top and next lower battens, centered on a line drawn from the center of the headboard to the center of the mainsail foot. The top of the "J" on the port side shall be approximately 100 mm from the bottom of the "3" on the starboard side.
- .3 Design of the insignia shall be as indicated in the adjacent plan.

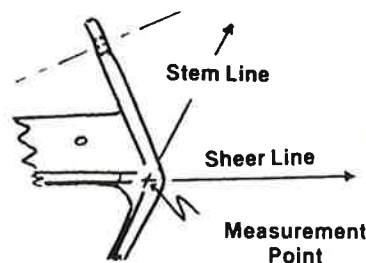
6. ADDITIONAL RULES

- .1 Instruments: The following instruments are permitted for one-design racing:
 - .1 One electronic device transmitting data relative to 360° wind direction, wind direction relative to boat heading, and wind speed.
 - .2 One electronic device transmitting boat speed and distance.
 - .3 One electronic device transmitting water depth.
 - .4 Mechanical tel-tales of any kind.
 - .5 Loran C and RDF.
 - .6 VHF, CB or similar transmitter radios.
 - .7 Compasses and mechanical trim indicators.
- .2 Sails
 - .1 The number of sails on board during a regatta series or race shall be limited to five: #1, #2 & #3 genoas, mainsail and spinnaker.
 - .2 A local fleet may adopt, for local racing only, a rule to carry additional sail or sails such as a storm jib for heavy wind areas, or a second spinnaker when sailing in long distance off-shore events.
 - .3 Alteration or substitution of sails during a regatta series is not permitted.
- .3 Pumping of the spinnaker guy or halyard under any conditions is prohibited. Pumping of the spinnaker sheet or main sail is restricted to one pump per major wave.
- .4 Safety Gear and Equipment: These rules are in no way to be interpreted as being restrictive with regard to safety. Safety devices and equipment prescribed by local rule, owner preference or regulation are permitted. The equipment specified in ORC or IYRU Special Regulations Category 3 shall be carried on board.
- .5 Storage of Gear
 - .1 Use of other than normally required sailing gear in normal, designed or proper storage areas to attain sailing displacement is prohibited. The intent of this rule is to prevent use of lead pigs, excess tools, winch handles in bags, unattached anchor chain, or other high density materials to reach sailing weight with optimized moments of inertia.
- .6 Helmsman Rule
 - .1 The Helmsman shall be a legal owner of the yacht. For all national events, the owner must be the primary helmsman. He must be at the helm throughout the five minutes prior to and including the start, for all windward legs, all mark roundings and the finish.
 - .2 Legal ownership shall include long term charter arrangements (three months or more at fair market value) and members of the owner's immediate family (sons, daughters, parents and spouse). Ownership of less than twenty-five percent interest shall not be considered ownership for purpose of the Helmsman rule. Joint ownership must be bonafide and must be evidenced by payment of fair market value. Legal ownership to circumvent these rules is prohibited.
 - .3 When ownership is based on a long term charter or joint ownership, the helmsman must have been a J/30 Class Association member at least sixty days prior to the national event and shall have skippered the yacht in at least two regattas in the preceding two months before skippering in a national event.
- .7 The crew limit shall be 7 persons. The crew limit may be waived by the event organizers for any event other than the North American Championships or the Midwinter Championships.

size other than standard, or lifeline droop exceeding 125 mm with a 5 kg weight suspended between the pupit and first stanchion.

- .3 Relocation or changing the length of the mainsheet traveler or the use of an alternative mainsheet bridle system.
 - .4 Use of other than standard located jib tack hooks.
- .5 **Keel**
- .1 **Castings of Keel:** The fin shall be manufactured by approved builders only from the official pattern and shall be of lead.
 - .2 **Weight of Keel:** The weight of the fin keel shall be 935 kg plus or minus 30 kg.
 - .3 **Coating of Keel** may be any synthetic material provided the shape and weight are within template tolerances.
 - .4 **Trailing Edge:** The trailing edge of the keel shall not be narrower than 5 mm.
- .6 **Rudder**
- .1 **Construction:** The rudder shall be made only by approved builders according to official plans. The trailing edge shall not be narrower than 5 mm.
 - .2 **Tiller and Tiller Extension** may be altered in length and material, but must be equivalent to that provided by the builder.
- .7 **Mast**
- .1 **Material** shall be of aluminium alloy extrusion with a continuous fixed groove integral with the spar, and shall be produced only by an approved manufacturer supplied only through a builder approved by the J/30 Class Association in conformity with the official mast drawing.
 - .2 **Measurement Bands** of contrasting color, one inch width, shall be affixed on the mast as indicated in the official mast drawing. The upper edge of the lower measurement band on the mast shall not be more than 2698 mm above the surface of the moulded mast step.
 - .3 **Positions of the Mast** shall be fixed at the deck 3505 mm plus or minus 13 mm from stemhead tip to the front edge of the mast. And, it shall be permanently fixed to an immovable mast step so that the forward edge of the mast is not less than 25 mm aft of the forward vertical face of the moulded step in the sole liner.
 - .4 **Mast Hardware and Spreaders** may not be deleted, modified, or replaced by other than authorized builder.
- .8 **Standing Rigging** may not be altered in material, design or added to except as herein provided:
- .1 **Permitted Alternatives are:**
 - .1 Jib roller furling system to facilitate sail handling.
 - .2 Jib luff groove systems other than that which is provided standard shall not have a fore-and-aft dimension exceeding 31 mm.
 - .2 **Prohibited Alternatives or Additions are:**
 - .1 A headstay length which exceeds 10.935 m when measured from pin to centerline, as shown in the following diagram.
 - .2 Use of quick throw devices, tracks, or levers on shrouds or a headstay which is adjustable while sailing.
 - .3 Running backstays or arrangements to duplicate such.
 - .4 Use of hydraulics anywhere for any purpose.

HEADSTAY MEASUREMENT



RULE 5.8.2.1

.9 **Running Rigging** may not be altered in material, design, or added to except as herein provided:

- .1 **Permitted Alternatives are:**
 - .1 Replacement of wire rope and/or rope not less than the minimum diameter supplied by the builder.
 - .2 Substitute blocks or cleats for the headsail sheets, backstay adjuster, traveller controls, cunningham, outhaul, reefing gear, and vang provided power ratios are not changed.
 - .3 Snap shackle or clips at the end of headsail sheets.
 - .4 Barber hauling and twing devices as covered in 5.4.1.1.
 - .5 Light air spinnaker sheets and guys of any material and size.
 - .6 Aramid sheets or ropes.
- .2 **Prohibited Alternatives or Additions are:**
 - .1 Spinnaker guy strut.
 - .2 Boom vang other than six power rope tackle with self contained cleating system.

.10 **Main Boom**

- .1 **Material** shall be aluminum alloy extrusion with a continuous fixed groove integral with the section, and shall be produced only by an approved manufacturer and supplied only through a builder approved by the J/30 Class Association. Approved boom section must conform to Kenyon "E" Section dimensions as follows: Depth = 114 mm, Width = 69 mm, Wall Thickness = 2.6 mm.
- .2 **Measurement Band** of contrasting color shall be affixed on the boom with its inner edge not more than 3962 mm from the aft side of the mast.

.11 **Spinnaker Boom**

- .1 **Material** shall be of aluminium alloy extrusion and supplied only through a builder approved by the J/30 Class Association.
- .2 **Length** of the pole including fittings shall not extend more than 3810 mm from the face of the mast.

.12 **Sails**

- .1 **General**
 - .1 Sails shall be constructed and measured in accordance with the IYRU sail measurement instructions except where otherwise stated herein.
 - .2 Sails shall be of single-ply woven sailcloth material which excludes laminated mylar-type material, except for Genoa #1 which, if made of mylar, shall conform to 5.12.5 and Genoa #3 which may be constructed of double-ply woven sailcloth.
 - .3 Sail numbers shall be placed immediately above the third batten from the head of the mainsail on the #2 and on the #1 and larger genoa in line with the mainsail numbers and on the spinnaker. The starboard or forward number shall be on top.
 - .4 Numbers shall be of the following dimensions in solid black, red, green or blue: Height = 380 mm, width = 254 mm, Thickness = 57-77 mm, Spacing = 77 mm.
 - .5 Windows: There is no limit on the number or design of collision, telltale, or spreader tip windows on the mainsail or genoas.
- .2 **Mainsail**
 - .1 Minimum cloth weight is 6.25 oz.
 - .2 The length of the leech, measured in a straight line from the head to the clew, shall not exceed 12.395 m.
 - .3 The width of the sail from the mid point of the leech to the nearest point on the luff, including the bolt rope, shall not exceed 2621 mm.
 - .4 The width of the headboard measured at right angles to the mast shall not exceed 158 mm.
 - .5 There shall be four batten pockets. Spacing between battens and the nearest part of the headboard and clew shall not be less than 2300 mm as measured along the leech. The angle of the battens to the mast may vary on each batten. The length of each batten is unrestricted. The battens may not cross the line between the luff and leech of each reef. The material the battens are made of is unrestricted except for aluminum, carbon fiber, Kevlar and other exotic material.
 - .6 One reef shall be included at least 1675 mm above the tack at the luff and perpendicular to the mast. At least two intermediate grommets must be built into the sail on each reef. Additional reefs above the mandatory reef are permitted.

CRUISE FROM HELL cont.

was, they were already taking a pounding. It seemed that the breakwater was making the waves steeper. First I could see three feet to the rudder. The motion was particularly violent as she tacked back and forth on the mooring. I didn't know how any boat or gear could possibly stand the surging and jerking she was taking. Until then, I was hoping that my fears for "Stark Terror" were just unfounded pessimism. But I knew then, as we drove away, that I would never see my beloved "Stark Terror" again. Time, 9:30 AM, wind forty to fifty five knots.

We watched TV for awhile as they described evacuation routes, alternate shelters for the ones which were overflowing and satellite pictures as the storm approached. A sixty foot tree came down blocking the motel entrance and taking out power. I watched a 30" diameter tree stripped of all its branches as if a giant gardener was pruning it. A couple of ducks made the mistake of becoming airborne and instead of flying became 80 MPH projectiles, feathers flying, that disappeared from view in an instant. Every 10-15 minutes the wind seemed to ratchet up another notch in velocity. Just when you became accustomed to the new level of roar and moan, it would increase again. At about noon the radio said there was no communication with Martha's Vineyard and Nantucket. At 12:30 they said a gust to 120 MPH was measured at Block Island about twenty miles away.

All of a sudden the noise dropped in half. I stepped outside and it was very bright to the East. The eye was passing over Newport.

Mark and I walked down a road behind the motel which headed toward the bay. At the bottom of the hill water was pouring waist deep over the road like a gigantic stream - but this water was salty. The storm surge, later determined to be 14', had found its way through a 1/2 mile of houses, yard, marshes and woods and was still going. When we got to the water's edge, we looked toward Wickford but didn't understand what we were seeing. We thought we were looking at the harbor, but there were no boats.

Hurrying back to the motel, we grabbed Nancy, Dianah and Billy and hopped into the car. The drive to the harbor was endless, both because of the knot in my stomach and because of all the trees, telephone poles and wires in the road. They later had to use snow plows to clear all the debris. We stopped where we had last looked at the boats in the morning and the scene was total devastation. Boats were on the beach, on bulkheads, in yards, against houses, everywhere except the outer harbor. Coming in from the breakwater there were no boats until you came to Mark's. "Stark Terror" was gone.

The destruction on the beach was so complete that words can't describe it and pictures don't do it justice. You had to be there to see it and feel it. Thirty and forty foot boats were tossed around and piled three deep like toys in Billy's toy chest. Looking at a boat with its starboard side on the beach you might say it was not heavily damaged. Then you find that the entire port side is missing along with everything inside including bulkheads and the engine. Some boats were so totally destroyed that the owners could find no pieces larger than the top of a coffee table.

Most of the boats were ashore on a section of Wickford that is entirely concrete bulkheads. We found "Stark Terror" nestled into a 32' section that the homeowner had not yet bulkheaded, leaving 1' clearance on bow and stern. At first glance I was horrified. She looked awful. No bow or stern pulpits, stanchions bent, rigging broken or missing. Then I noticed no gaping holes and thought, "not so bad . . . mostly cosmetic." The more I looked and the closer I looked, the worse it got. When the bow pulpit was torn away, the balsa core in the deck was exposed. A green bottomed boat came aboard midships on the starboard side. It pushed two lifeline stanchions down through the deck exposing deck and hull core. It then went over the cabin, hit the boom, bounced off the cabin top winches, cockpit winch and went out the stern taking the pulpit with it. An inboard/outboard power boat was upside down under "Stark." It's outdrive had been bouncing up and down carving many slices through the outer skin into the core. I found the radar inside another boat about 50 yards down the beach.

The people we met over the next several days were interesting, to say the least. The people we met immediately after the storm were generally boat owners from Wickford. Their care and concern for those of us who had lost our boats

was genuine and very deep. Many had tears in their eyes. Innumerable people offered their garages and basements to store things and help in unloading or salvaging the boats. Do you have a place to stay? Is there anything we can do? One couple would not leave until we promised to have dinner at their house that night. I guess we must have looked pretty forlorn and bedraggled as we unloaded some of our belongings, because a photographer took a number of pictures as well as our names. The next day friends from the area arrived. They had learned of our plight from our 5" x 7" color photograph on the front page of the Providence Journal. We heard from friends as far away as Seattle who had seen the picture in their local papers courtesy of the Associated Press.

On Tuesday the boaters from the surrounding area arrived, including the parents of the bride from the previous Friday's wedding. They insisted we stay with them, but warned that they had no power or phone service. We accepted instantly. Also on Tuesday we encountered the curious and the scavengers. The curious took our time with a lot of questions. The scavengers took everything of value that wasn't through-bolted. I was below with the hatch open and heard a clunking noise. I poked my head up on deck and there was a guy trying to figure out how to remove a Harken block! Tuesday was also the day that the marine salvage people were hustling to get anyone and everyone to sign a contract. (Don't do it unless your insurance company agrees). On Wednesday we had the sick people who thought that the boat owner's misery was amusing and the vandals looking for cheap thrills at the owner's expense. By the time we left on Thursday, we felt we had seen quite a cross section of the human condition.

On Tuesday my insurance company, AMICA, had a marine surveyor at the boat by 10:00 AM. He spent over an hour with me going over "Stark" in great detail, taking pictures and notes. Her keel, 12' above high tide, was buried too deep to survey damage. She was on her starboard side so we couldn't see the damage, but there were a lot of 12" diameter rocks on the beach. While there was no one single area damaged beyond repair, there were so many places with significant damage that the surveyor thought repairs would far exceed the insurance. In other words, "Stark" was a total loss.

Since the only holes in "Stark" were at the pulpits and lifeline stanchions, the interior was dry and intact. When you looked at the damage outside, you had to be impressed by what a solid, well-made boat the J/30 is. Nancy and I spent Tuesday and Wednesday unloading everything we could and stored it in a friend's garage. On Thursday morning we agreed to accept a total loss from the insurance company, packed the car, said a final, tearful goodbye to "Stark Terror" and started home.

Leaving her was a very emotional and painful experience. Billy was two when we got her and could barely crawl up the companionway. We watched him grow up on "Stark" and learn to swim off her stern. He learned to row the dinghy while tied off at the end of the spinnaker sheet. I'll never forget the joy on his face the day he figured out how to push "Stark's" tiller to make her go where he wanted. I had many enjoyable hours, and some success, racing "Stark." But more importantly, as a family, we shared something very special and very private onboard her. We learned to work together in bad weather, enjoy the pleasure of a new port, and become closer from the experiences.

We have another J/30 now. With the insurance money in our pocket, we talked about sitting out a year, moving up to the larger boat we always wanted, or move to another 30 footer. We decided there is no stronger boat than the J/30, nor a boat with the combination of performance and creature comforts. So look for us on the water. Her name is "Stark Terror."

I must say a word about insurance. We had "Stark Terror" insured for about 15-20% above market value. We were able to salvage a great deal of personal equipment, electronics, some sails and galley items. Even with everything we saved, it will take every penny of the insurance to buy a comparable boat and equip it as "Stark Terror" was. If we lost everything, as many people did, it would have cost us many thousands of out-of-pocket dollars to get back to where we were. Most home owner policies state one value for the house and another for personal effects. However, most boat policies have one value for the boat and everything in it. All those "extras" you have added to the boat over the years add up to a lot of money. Also, I settled with the insurance company in three days because I had a stated value policy. Friends with market value policies spent a long time negotiating with their insurers before settling.

The following rules and specifications shall govern J/30 events until modified, altered, added to, or repealed by the J/30 Class Association Board of Governors, effective 1/1/92.

NOTICE TO OWNERS AND SAILMAKERS

It is impossible to foresee every conceivable innovation which may be thought of in the future and to mention every suggestion that has been ruled illegal in the past. When considering anything in connection with the boat or sails or equipment which is not within established practice in the J/30 Class or is not clearly covered by the plans or specifications, you must assume that it is illegal, and must obtain a ruling from the Chief Measurer before attempting it.

1. ONE DESIGN

- .1 *The J-30* is a one-design class, created to fulfill the diverse needs of recreational sailors such as cruising, one-design racing, daysailing, handicap and offshore racing. These rules are intended to preserve important design characteristics: ease of handling, low cost of ownership, safety and comfort.
- .2 *It is the intent* of the J/30 Class Association and J-Boats, Inc. to maintain the one-design performance characteristics of the J/30. To this end, any substantive change that alters the weight, distribution of weight, shape or performance of the hull, rig or underwater appendages shall be submitted by J-Boats, Inc. to the Board of Governors for approval prior to implementation.
- .3 *Except* where variations are specifically permitted, yachts of this Class shall be alike in: hull, deck and keel form, construction, weight and weight distribution; shape of rudder; sail plan; and equipment. All boats shall be built in accordance with the plans, specifications, and these class rules. No alternatives or modifications are permitted unless explicitly stated in these rules or on the official plans or building specifications.
- .4 *Modifications* shall be defined to include: coring, drilling out, rebuilding or replacing materials; grinding, removing or relocating standard equipment in any way to reduce weight, to improve moments of inertia, or to change standard shapes; and filling in or closing with flaps any standard through full fittings.
- .5 *These Class Rules* however complete, cannot anticipate every situation which may arise. Owners should assume that anything not specifically permitted is prohibited until a ruling by the Chief Measurer is obtained.
- .6 *Interpretations* of these rules shall be made by the Chief Measurer of the J/30 Class Association who may consult the Class Board of Governors or the Class President or the IYRU.
- .7 *These Class Rules* may be amended, altered, added to, or repealed by a majority of the members of the Board of Governors present and voting at a meeting called for such purpose on at least 30 days notice. A quorum shall consist of 40% of the Governors who were serving at the time of the notice, and no action shall be taken without a quorum.

2. ADMINISTRATION

- .1 *Language:* The official language for the class shall be English. The word "shall" is mandatory. The word "may" is permissive. In the event of dispute over class rule interpretations, the English text shall prevail.
- .2 *Builders:* J/30s shall be built only by builders licensed to do so under the copyright of J-Boats, Inc. • 557 Thames • Newport, RI 02840) and shall comply with the building specifications detailed by the copyright holder.
 - .1 *Building License:* Applications for building license shall be made to J-Boats, Inc., who shall request that the national authority of the country concerned indicates its support for the applicant.
- .3 *Building Fee:* The building fee shall be payable to J-Boats, Inc. when the moulding of the hull commences.
- .4 *Registration and Measurement Certificates*
 - .1 No yacht shall be deemed to be a J/30 until it has been completed with a building number assigned by J-Boats, Inc. moulded into the transom.
 - .2 The sail number shall be as required by a national authority or shall be that of the hull number.
 - .3 No yacht shall race unless a current valid measurement certificate has been issued.
 - .4 Any alteration to the hull, keel, rudder, spars or other item of

equipment measured by these rules or a major repair to any item may invalidate the measurement certificate and yacht.

3. OWNERS RESPONSIBILITY

- .1 It is the responsibility of the owner to ensure that the yacht complies at all times with the current class rules.
- .2 No yacht shall race unless the owner(s) and helmsman(men) are full members of the J/30 Class Association.

4. MEASUREMENT

- .1 *Tolerances* are given in these rules and plans only to permit minor building errors or distortion through age.
- .2 *Supplementary measurements* may be taken by an official measurer to ensure that construction, equipment, and practices do or do not accord with Class Rules. If the measurer considers an attempt has been made to depart from the One-Design Construction or these rules in any detail, or if he is unsure of any interpretation, he shall report the facts to the Chief Measurer.
- .3 *Sails* which are new or substantially altered are to be measured by an official measurer who will stamp or sign and date the sail near the tack.
- .4 *Vested Interest:* A measurer shall not measure a yacht, spars, sails or equipment owned or built by himself, or in which he is an interested party or has a vested interest. Prior approval to do so may be granted by the Class President or Chief Measurer.

- .5 *IYRU Measurement Instructions and Racing Rules:* Expect where other methods of measurement are clearly indicated in the Class Rules, the IYRU measurement instructions and IYRU racing rules shall apply.
- .6 All templates shall be made only from offsets approved by J-Boats, Inc.

5. CONSTRUCTION AND MEASUREMENT RULES

- .1 *Production Moulds* for hull, deck, interior, hatches, and rudder shall be made from moulds obtained from the one current official master plug. The casting pattern for the fin keel shall be cast from the one current official master pattern. The shape and forms of the patterns, plugs, and moulds shall not be amended or altered unless specifically authorized by J-Boats, Inc.
- .2 *Hull and Deck* constructions shall be in accordance with approved laminate, general arrangement, construction plans and techniques, and specifications approved by J-Boats, Inc.
- .3 *Interior Equipment* supplied with the standard boat from the factory may not be deleted or substituted for except by equivalent items of comparable weight (i.e., the stove). Optional equipment offered by the builder or comparable equipment installed by the dealer or owners is permitted as are other items such as shelves or drawers to personalized the interior.
- .4 *Deck Gear:* No additions, relocations, or modifications are permitted except as herein provided:
 - .1 Permitted Alterations or Additions:
 - .1 Four pairs of deck pad eyes to assist trimming of headsails or for use as boom preventers along with related blocks, cleats and rope tackle.
 - .2 Alternative mooring cleats and chocks.
 - .3 Handrails or foot blocks.
 - .4 Deck prisms and/or ventilators which must be watertight when sealed shut.
 - .5 Self-tailing winches of comparable size to those supplied provided they remain in the same position as the winches substituted for.
 - .6 Forward jib sheet tracks may be relocated fore and aft in line with the factory drilled holes so that no part of the track is more than 640 mmaft of the shroud chainplates, nor more than 330 mm forward of the shroud chainplates.
 - .7 A pad eye, in addition to other allowable pad eyes, may be located on the center line between the mast and the forward hatch and may be used as an alternate location for the spinnaker pole downhaul.
 - .2 Prohibited Alterations or Additions:
 - .1 Thru-deck running or standing rigging controls or thru-deck spinnaker launchers.
 - .2 Lifeline stanchions which project outside a vertical line from the gunwale, lifelines attached to other than standard location on bow pulpit and sternrail, lifeline wire design or

The Board of Governors approved several changes in the Class Rules during 1991. These changes are reflected in the Official Rules which are printed in this journal.

Spinnaker Cloth- Rule 5.12.6.1 was amended to make nylon the only allowable material for spinnakers.

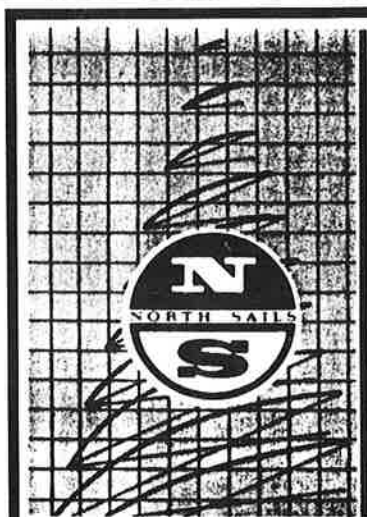
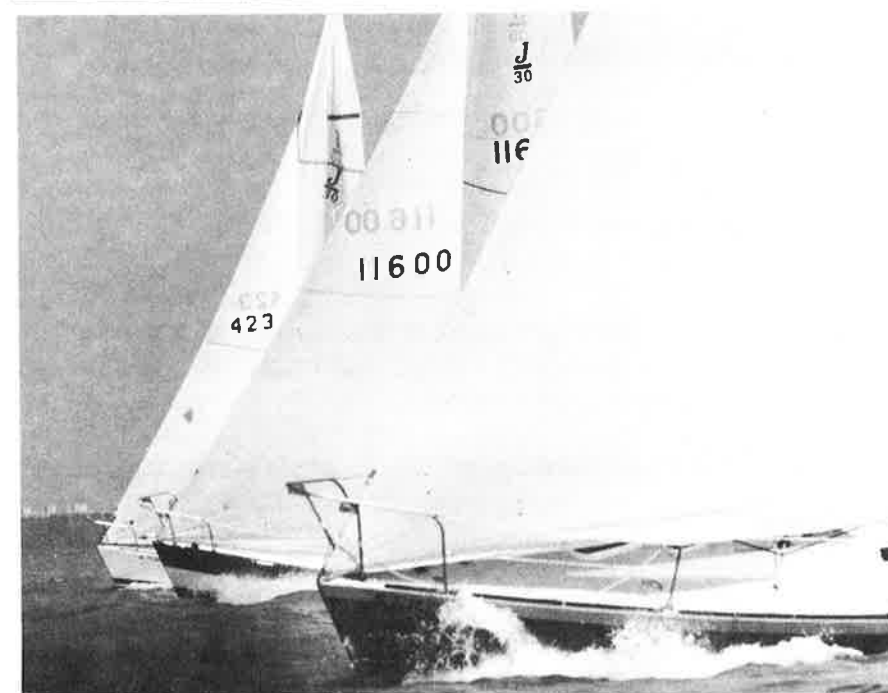
Mast- Rule 5.7.1 was amended to indicate that the J/30 Class Association rather than J-Boats, Inc. could determine the official manufacturer(s) for J/30 masts. As of this writing, Kenyan remains an official manufacturer. Check with the Class President to determine if other manufacturers are approved.

Headstay Length- An official diagram was adopted to clarify the intent of the rule defining headstay length.

Draft Marks- Rule 5.14 was amended to reflect the existing practice of actually measuring the distance to the waterline for determining sailing weight. Local fleets still have the option to require draft marks.

Crew Limit- Rule 6.7 was added to make official the practice of limiting crew to 7 persons for Class events. A local option still exists for waiving this Rule.

Automatic Traveller Release- Consideration was given to specifically allowing a device that automatically releases the traveller when the boat changes tacks. The Board of Governors felt that such a device is prohibited under Rule 5.4 and declined to amend the Rules to make such a device legal.



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by Lynne Carr

The road to a J/30 North American championship is never an easy one. Query any past winner and they're sure to agree. Planning and training start well before the boat is ever launched. This year was no exception.

The crew of 1991 winner Brou Ha Ha know what challenge this level of racing can be. Owners Ron and Lynne Carr suffered the loss of their first J/30 in May 1990 before ever setting sail. The boat was being transported to a launching facility when its cradle splintered and the boat went sailing on asphalt instead of the high seas. That summer was spent in search of their next J/30. Three cheers went out in September 1990 when they became the proud owners of "Brou Ha Ha."

Ron, a sailor since boyhood, began to assemble a crew capable of competing in the North Americans the same day the sale went through. After convincing Ray Hopkins, owner of J/30 "Tontine," and crew to jump ship, the winter became a time to plan the coming year's racing schedule. Many meetings and many beers later crew and goals were set.

Commitment came from all involved. The "couldn't-have-done-it-without-you" crew included: helmsman Ron; foredeck woman Lynne (note that husband and wife work best at opposite ends of the boat); Neil O'Connell tacked the boat; Jim Gibbons handled mast and foredeck duties; Ray Hopkins kept his eyes on the mainsail; and former "Tontine" crew members TJ Butler tacking the boat and headsail trimming; and Chuck Borge as tactician (better known as the guy who got no sleep and ate Rolands by the fistful).

Training included a years worth of PHRF racing on Mt. Hope and Narragansett Bays. Tuesday and Wednesday nights captain and crew tested their skills in light to medium air where starts were crowded. But, thinning fleets allowed for concentration on boat speed and fine tuning common maneuvers. Thursdays saw 5 of the 7 member crew racing on Chuck Borge's J/24 "Breezin." This one-design arena helped them improve boat-for-boat, match racing tactics.

To qualify for the North Americans, "Brou Ha Ha" competed in three regattas. Memorial Day, Newport Volvo, and Buzzard's Bay regattas. They swept the Memorial Day with a "pinch me I think I'm dreaming," 5 out of 5 wins. A second and a fourth place finish against other J/30s in Volvo and BBR completed the triplet. Here the crew learned that, while capable of winning in light air and flat seas, they were seeing far too many J/30 transoms (most notably "Mogul Bandits") when the wind and seas grew. Each regatta was a learning experience with improvement of boat speed, boat handling, and tactics topping the "To Do List." In time, crew and boat found a groove. "Brou Ha Ha" was moving faster and responding well.

September was the time to go for broke and see how they would measure up. Day 1 of the North Americans was overcast and damp with a 10-15 northerly. As the start of race 1 grew nearer the pre-race jitters grew worse. The crew was quieter than they had ever been. But, with the starting gun came full concentration and we made it to the crowded 1st mark in fourth place. At the next mark disaster struck. The spinnaker halyard knotted on the douse and the spinnaker blew apart. In the commotion that followed, two boats passed. After a quick regroup upwind we were back in 4th place. But, to keep things interesting the main sheet block snapped in two. With some fast crew work, including Chuck acting as a human main sheet, the block was tied down and off we went. After all was said and done we crossed the finish line in fourth.

Between races Ron went down below to survey the sail damage and came back up with 7 hot pink arm bands - our symbol not to give up.

In race 2 a positive attitude and determination resulted in great upwind work and downwind - well not much to say there. When we managed a second place finish Ray Hopkins summed things up: "Hey - we can win this thing!" The rest is history - even though history was only a 1/4 point win over Bill Raney and Gordon Coleman sailing "Heathen."

Now the cycle is starting over with the winter months spent hyping up next years sailing agenda. Hope to see you all in Westport, Connecticut for next year's championships.

Kudos to the race organizers and the race committee. The whole crew agreed that you did a top notch job in responding to changing conditions. The races were a great test of overall racing skills. Many thanks to all.

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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 (2/3) 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. With 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. Chesapeake - 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, Louisiana and Texas.
 - 8. California - Arizona and California.
 - 9. Pacific Northwest - Oregon, Washington and British Columbia, Canada.
 - 10. Western Great Lakes - Lakes Superior, Michigan and Huron.
 - 11. Eastern Great Lakes - Lake Erie, Lake Ontario, Upstate New York and Vermont.

Like any volunteer organization, we rely on our members for service. An outstanding example of service beyond the call of duty occurred this year in connection with the J/30 North American Championships. First, Darryl Murphy took the initiative as a new District Governor to take the job of hosting the J/30 N.A.s at his home club, the New Bedford Yacht Club.

When the New Bedford Yacht Club was damaged in Hurricane Bob only weeks before the championships, the volunteers, led by Tom Duggan and his crew, of Hyannis, Massachusetts, did a tremendous job of relocating the event. Tom and crew actually delivered some of the loaner boats the 60 or so miles necessary to get them to the regatta location. Rod Butlin, coordinating the loaner boats, and long-time faithful Jamison Chace, handling the registration, showed great dedication in view of the fact that neither could participate in the race due to other commitments.

To make it even more remarkable, I received offers from Mike Alves at the Tiverton, Rhode Island, Yacht Club and from the Chesapeake J/30 Fleet to host the event on short notice. What a bunch of volunteers this organization has!

More thanks go to the New Orleans area J/30 Fleet for picking up the J/30 Mid-Winters after many years of superb mid-winter racing at Miami's Key Biscayne. Mike Tonguis charged out of nowhere to inaugurate this event. He and the other New Orleans sailors have already planned bigger and better things for 1992.

The Chesapeake Bay J/30 fleet continues to be a model for successful one-design racing and is the envy of other fleets in that highly popular racing area. The family/amateur/racing/cruising flavor of the J/30 has attracted large numbers of people getting into racing or getting out of other classes or handicap systems. A long and active season consistently puts 20+ J/30s on the line. However, success can breed another set of problems. As a fleet gets more popular, the competition gets hotter. The sailors begin exploring the limits of the Class Rules in an attempt to get a competitive advantage. The inevitable rumors of measurement infractions creep in, and suddenly the fleet is not entirely harmonious and the racing ceases to be fun. Everyone, of course, should abide by the rules. On the other hand, the administration of the rules needs to be done in a common sense manner. Let's deal firmly and fairly with intentional rules infractions that are intended to achieve a competitive advantage, but let's use common sense in dealing with minor or unintentional infringements which don't make any difference in the speed of the boats.

The National J/30 Class continues to prosper. Gordon and I have enjoyed serving the Class for the last two years. We have come to appreciate more deeply the work done by our predecessors, particularly our immediate predecessors, Teri Munz and Ron Peterson. Teri and Ron built a membership base and placed the organization on a sound financial footing. The Class owes them a great deal. The membership and the assets of the organization remain healthy and stable. Rumor has it that incoming President Terry Rapp has already made a superior executive decision by enlisting Teri Munz to assist with membership activities. We wish Terry and Teri the best of luck serving a fine bunch of members.

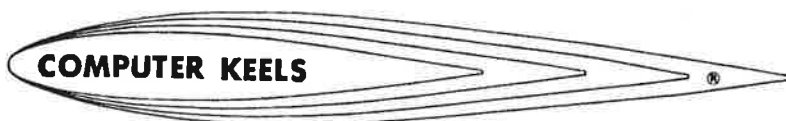
To all you unsung heroes out there, please accept our thanks. Terry Rapp will need your help, so please keep up the good work.

Bill Rapp

Cover Photo

J/30's race one-design at Wrightsville Beach,
NC for Carolina's District Championship
Photo by Sam Barfield

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Our class president for 1992 is Terry Rapp, from Riverton, N.J., Our class secretary is Teri Munz. Teri is a past class secretary whose presence in our class has proved to be an unlimited asset. Teri sails on "Vivacious," out of Annapolis, Md., with her husband Bill. The Munz's personalities are an example of a boat that is appropriately named. Terry's wife Carla will assist Teri with her duties.

Terry and his father Ted, have owned "Wooly Bear," hull #2, since the summer of 1979. Terry and Ted have sailed in almost all of the J/30 North American Championships. He has finished in the top five twice and the top ten several times in those events. "Wooly Bear" sails out of Riverton Yacht Club, on the Delaware River north of Philadelphia, Pa. Terry is the past commodore of R.Y.C. "Wooly Bear" is the perennial cruising class club champion. Terry was the recipient of the R.Y.C., USYRU sportsmanship award in 1990.

"Wooly Bear" spends about half the sailing season in the Chesapeake Bay sailing in one design races out of Annapolis with the C.B.J/30 fleet. During the 1990 season "Wooly Bear" won the J/30 class in Northern C.B. Race Week, the Annapolis Race week and the Annapolis Y.C. Fall Series and finished third in C.B. J/30 High Point Series. Terry and Ted were awarded the C.B. J/30 Corinthian award for their dedication and service to the fleet.

"Wooly Bear" has traveled extensively from Newport, R.I. to Key West, Fla. and many stops in between. The Rapp family has done well in many race week events such as Atlantic City race week, with several class wins and a division win in 1986 and a 3rd place finish in Block Island Race week, 1984.

Terry and Ted's 1990 J/30 NA crew is typical of the regular crew in many races. The crew includes Ted's wife Susan, Terry's wife Carla, their daughter Darian, Terry's brother in law Gordon, life long friend Rich Allen and of course "The Bear."



Terry Rapp - New Class President



Carla Rapp and "The Bear"