

## Welcome to the 1994 edition of the Class Rules and Specifications! ▶

At the September meeting of the Board of Governors, significant changes were adopted to the Class Rules and Specifications and to the Bylaws. Here are the highlights:

- **Rule 5.9 Running Rigging** has been changed extensively. Gone is the restriction on the minimum diameter for replacement wire or rope and the limit on power ratios when using substitute blocks and cleats. Added are restrictions on barberhauling of headsail sheets and on mainsheet pennants.
- **Rule 6.2 Sails** has major changes. All five class sails must now be carried on board and each may only be replaced once per calendar year.
- **Rule 6.4 Safety Gear** was changed to require Category 4 equipment instead of Category 3.
- **Rule 6.7 Crew Limit** was changed to a weight limit rather than a people limit.
- A change to the Bylaws and to several paragraphs of the Class Rules has formalized the relationship between the National Class and local Fleets as far as rule making and interpretation is concerned. Local Fleets have officially been given the authority to make changes to the rules to accommodate their needs but only to certain ones. The core of the one-design rules remains changeable only at the national level.
- Interpretations have been added to paragraphs 5.4, 5.8, 5.9 and 6.5.

Please direct your suggestions, questions or comments to Terry Rapp or Michael McGuirk.

## J/30 Class Association By-Laws

I. The Class Association shall be governed by a Board of Governors. The Board of Governors shall have the authority, at a meeting called for such purpose, to amend, alter, add to, or repeal the Class Rules and One-Design Specifications. *The Board of Governors shall consist of the following.*

- A. Class President:** The president shall be elected by the Board of Governors every two years at the North American Championships. The President shall be Chief Administrator of the Class, and shall appoint a Secretary and others to assist him.
- B. District Governors:** One District Governor shall be elected by class members from each geographical District as described in article II, below. Upon failure to so elect by Feb. 1 of each year, a District Governor 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:** This representative shall be selected by J-Boats, Inc.
- E. Immediate Past Class President**
- F. At-Large Members (up to three):** At-large members may be appointed by the Class President with approval of the Board of Governors.

II. Districts comprise the geographical areas as listed below. Within the several Districts, Fleets may be organized by not less

than three (3) full members of the Association. The District Governor of the District shall be notified of all Fleet organizations.

- A. Northern New England:** Southeastern Canada, Atlantic Coast from Canada to and including Eastern Cape Cod.
- B. Southern New England:** Chatham, MA, to and including Mystic, CT.
- C. Long Island Sound:** From Mystic, CT, to and including Atlantic City, NJ, and Long Island.
- D. Chesapeake:** From Atlantic City, NJ, to the North Carolina state line.
- E. Carolina's:** North and South Carolina.
- F. Southeast:** Georgia, Eastern Florida and the Florida Keys.
- G. Gulf Coast:** Western Florida, Alabama, Mississippi, Louisiana and Texas.
- H. California:** Arizona and California.
- I. Pacific Northwest:** Oregon, Washington and British Columbia, Canada.
- J. Western Great Lakes:** Lakes Superior, Michigan and Huron.
- K. Eastern Great Lakes:** Lakes Erie and Ontario, upstate New York and Vermont.

III. Fleet officers shall consist, at a minimum, of the following.

- A. Fleet Captain**
- B. Fleet Measurer**

purpose and diligence. I begin to relax. On the new tack, headed generally toward the starting area, I want to test the sail selection and pound the side deck signaling "meat on the rail." Dan has abdicated all his normal duties and seems content just to watch everything with a Cheshire-cat grin. He climbs on the rail and is quickly joined by everyone but Boris, who seems frozen in the companionway. I cajole Boris on deck, but notice he has on leather-soled street shoes. He immediately slides to leeward but is "rescued" by some sharp objects/lifeline combinations. It's later that I learn Boris is a non-sailor, only wanting to observe (and survive) the race. During the course of the day, Boris loses the shoes and joins in full force.

Satisfied that the 140% is the right choice, I decide it's time for a practice spinnaker set. Turning over the helm to Oleg or to Yuri is very simple: I hold up the tiller extension and look stupid. Once free, I make sure the sheets are rigged and the pole set. Dan goes below and shows Boris how to attach the sheets and halyard. Hoist! Sheet! Pull! Jerk! Watch Out! OK, clean up! and we are off and running. The Russians did not understand a single word past "Spinnaker." Regardless, a minor twist is removed quickly, and we are spinnaker-reaching to the starting area. We keep high in order to jibe the chute before we scream by the committee boat and check in (mostly in English).

***Hoist! Sheet! Pull! Jerk!  
Watch Out!***

***... we are off and running.***

The boat density jumps dramatically in the starting area, as does the amount of Russian being shouted between boats. The natural response of local skippers is to steer and stare (with a somewhat dazed expression). The English pre-start dialog revolves around "give us plenty of room today, we have a bit of a communication problem aboard."



John Peebles (steering) welcomed a unique crew aboard *Hallelujah* — coaches of the Russian Olympic Sailing Team. Communication was interesting!

First race: Good to great start, first row, and a boat or two from the favored committee boat end. Upwind strategy is to protect the right side in the clocking breeze. We have very good speed and stick with our strategy to arrive first at the weather mark by about 30 yards. A sloppy but not disastrous spinnaker set puts us a little below the fleet, but still quite a bit ahead. The course is a long windward-leeward, twice around. Not being challenged from Division A, I tend to relax as we catch and pass the divisions who started 15 minutes earlier. My lack of concentration and "boat gravity" pulls us into the lee of a 32-footer racing non-spinnaker. I am sure that I disappoint the Russians by unnecessarily sacrificing so much time to break through the larger-but-slower boat's lee. They use this time, however, to carry on a vital dialog with the opposing Russian crew members. I sense a bit of bravado as the coaches reel in various team members.

The wind is holding more westerly than I anticipated and dropping in strength. When I should be considering a headsail change, we arrive at the leeward mark. The take-down and mark rounding are conservatively paced and fall in the "best maneuver of the day" category. We round with our

lead intact. I feel good. We should extend our lead upwind. But it is not to be. The wind speed drops to about 10 knots during the first third of the weather leg. The race committee, obviously paying more attention than I am, shortens course to a finish at the top mark. This is the final leg! My sail selection is looming critical. Two of the most competitively sailed boats on the lake are eating into our lead. A couple of out-of-phase moves by one competitor makes it a two-boat race for first-to-finish honors. A Russian-called tack shoots us across the line first, only feet ahead of *Quicksilver*, an S2 7.9. My Russian guests love it! Noting their enthusiasm, I decide not to explain PHRF handicapping right now.

Being first to finish gives us plenty of time to drift around (as the wind continues to die) and try to eat the abundance of food on board. I show my guests the spread of sandwiches, fruit, sweets, beer, tea and soft drinks. They quickly scan the offering and respond with one English query ... whiskey?? I apologize for my egregious oversight and tell myself that this was some kind of divine test.

Race 2: With the 163% and light air spinnaker sheets, we maneuver for the favored committee boat end of the line. (The

start before us was a lesson in alertness as the fleet barged in to find a chase boat tied to the committee boat stern. Two 25-footers locked stanchions and did an interesting out-of-control spiral through the starting area. I made a note to stay off the committee boat.) I position Hallelujah well but accelerate poorly to a start at the weather end of the second row. My guests suddenly know enough English to shout "bad start" repetitively. Not about to agree with that assessment, I pretend to have planned this in order to tack away immediately and strike out to the right side of the course. Lady luck is smiling as the wind begins its shift to the north and builds. Within 500 yards, we are able to cross the entire fleet.

A firm believer in quitting while ahead, I turn over the helm to Oleg and assume the role of rail meat. As the wind builds, so does our lead. We again round the first mark well ahead. Oleg calls the hoist. We all watch in amazement as the chute head jerks taunt about spreader height and the foot wraps

around the lifelines like Christmas tinsel. I silently realize that I had handed the sheets and halyard to Boris UNDER the lifelines. Springing into action to cover my tracks, like a mad man I release and reattach sheets.

***My guests suddenly know enough English to shout "bad start" repetitively.***

The second race is a rough triangle using Bomb Island as the jibe mark. Bomb Island is so named because it served as target practice for Jimmy Doolittle's men in preparation for their World War II raid over Tokyo. The reach to Bomb Island is several miles long. It is pretty tight for the spinnaker, but the coaches coaxed impressive speed from *Hallelujah*. As in the last race, there is plenty of dialog as we catch and pass boats from the divisions who started before

us. I worry a bit too much about keeping *Hallelujah* off the bottom. There are shoals on two sides of Bomb Island and although I give hand signs to Oleg, he dismisses me in order to sail down on the puffs. My fears prove unfounded. As we approach the island, Oleg takes a visible concern for the fleet and tracks boats of known draft around the island.

After the jibe, the reach to the finish closes to the point that we douse the chute and jib reach home. First to finish by a long shot this time. The celebration lasts into an evening reception for the Russians, where my four new friends immediately corral Edgar in order to converse with Bouy and me. With "the king of beers" (Russian reference to Budwieser) in one hand and bananas (fresh fruit of all kinds was the big hit) in the other, the conversation rattles into the evening, ranging from "beautiful house, beautiful boat, beautiful wife" to "dogs and cats."



## From the Files



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- 2.4 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. molded 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. *This provision may be waived or modified by local fleets or event organizers.*
  - .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. Owner's Responsibility

3.1 It is the responsibility of the owner to ensure that the yacht complies at all times with the current class rules.

3.2 No yacht shall race unless the owner(s) and helmsman(men) are full members of the J/30 Class Association. *Local fleets, event organizers and other jurisdictions may require additional memberships.*

4. Measurement

4.1 Tolerances are given in these rules and plans only to permit minor building errors or distortion through age.

4.2 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.

4.3 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. *This provision may be waived or modified by local fleets or event organizers.*

4.4 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.

4.5 IYRU Measurement Instructions and Racing Rules. Except where other methods of measurement are clearly indicated in the Class Rules, the IYRU measurement instructions and IYRU racing rules shall apply.

4.6 All templates shall be made only from offsets approved by J-Boats, Inc.

5. Construction & Measurement Rules

5.1 Production Molds for hull, deck, interior, hatches, and rudder shall be made from molds 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 molds shall not be amended or altered unless specifically authorized by J-Boats, Inc.

5.2 Hull and Deck construction shall be in accordance with approved laminate, general arrangement, construction plans and techniques, and specifications approved by J-Boats, Inc.

5.3 Interior Equipment supplied with the standard boat from the factory may not be deleted or substituted for except by equivalent items of comparable weight (e.g. the stove). Optional equipment offered by the builder or comparable equipment installed by the dealer or owner is permitted as are other items such as shelves or drawers to personalize the interior.

Standard interior equipment includes (but is not limited to) the following:

- cushions for all berths and settees
- stove
- bulkhead door
- water tank
- holding tank
- folding tables except main cabin table
- storage bin covers

Optional interior equipment includes the following:

- plastic tubs in storage compartments
- teak and holly sole
- main cabin table
- hot water tank

5.4 Deck Gear. No additions, relocations, or modifications are permitted except as herein provided.

.1 Permitted Alterations or Additions:

- .1 Four pairs of deck padeyes 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 footblocks.
- .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 mm aft of the shroud chainplates, nor more than 330 mm forward of the shroud chainplates.
- .7 A padeye, in addition to other allowable padeyes, may be located on the centerline between the mast and the forward hatch and may be used as an alternate location for the spinnaker pole downhaul.

# Chesapeake Bay Measurement Program

## An Analysis of Keel Shape and Performance

by Larry Christy, Big Kahuna ('94 Fleet Captain, '93 Fleet Measurer)

At the start of the 1992 season, the Chesapeake Bay J/30 Fleet initiated an extensive program to measure all boats in the fleet. The objective was to ensure that all J/30s participating in one-design races comply with the J/30 Class rules, and to make owners more aware of the rules. We are trying not to be too heavy-handed in enforcement of rules violations, and most owners have been very cooperative. Some have even been grateful because requested changes have improved their boat speed or handling.

In addition, we have tried to involve as many fleet members as possible in boat measurement. Hopefully, this will help everyone understand what we are looking for and what we are trying to accomplish.

To date, we have measured 37 boats and found major problems on 11 (29%) and minor problems on 7 (19%). All of these problems have been corrected. Table 1 is a summary of the measurement data and some of the more common problems.

The term "fat" in Table 1 indicates that the keel or rudder exceeds the width as specified in the class rules, while short refers to chord length. A short, fat keel is considered legal. This is a stock keel and the way all boats were delivered from the factory. In addition, all keels appear to have been placed as far aft as possible and placement varied by only 3/8 in. across the fleet. Only two keels were found to exceed the specified chord length, and only one keel was found to be 1 in. too far aft. This appeared to be due to building up the keel's trailing edge in an attempt to bring the chord length of the keel up to the class rules. In most cases, this cannot be done without exceeding the maximum aft position of the

Table 1

Summary of measurement data showing the number of boats measured, the number of boats not in compliance, and keel and rudder shape.

	Number		Length		Shape	
	Measured	Illegal	Long	Short	Good	Fat
Keel	32	2	2	18	21	11
Rudder	32	1			1	31
Mast Step	17	2		2		
J	37	8	8			
Headstay	37	5	5			
Padeyes	37		5			
Mast/Boom Bands	37	9				

keel. If you want to bring the chord length up to the design specifications, you must build up the leading edge of the keel.

Of interest

One of the interesting correlations that may be possible with our data is the effect of keel shape on yacht performance. Table 2 compares the number of boats finishing in the top 10 in CBYRA High Point competition (fleet championship) over the last five years that have had a keel job (i.e., their keel shape fits the templates). While the average over the five years is 6.6 out of 10, the top six or seven boats each year usually had good keels (Table 2).

It is also interesting to note that, of the eight boats in the fleet with good keels at the end of the 1992 season, six or seven finished in the top 10 each year. After this information was published in our fleet newsletter (after the 1992 season), the number of boats with good keels went from eight to 21 boats!

While these data make a strong case for having a good keel, keep in mind that they

do not take into consideration the skill and ability of the skipper and crew. **BeBop** had not had a "keel job" until 1993 and has won the High Point trophy in four of the last five years. In addition, the top sailors are perhaps more likely to pay attention to boat preparation.

... our measurement program has been very successful in assuring owners that their competitors are in compliance ...

Conclusion

We feel our measurement program has been very successful in assuring all our owners that their competitors are in compliance with J/30 one-design rules. We plan to continue our measurement program and will be adding several additional items to our regular check list.

If you are racing in a one-design fleet, please read the 1994 J/30 Class Rules prior to the start of the season and be sure your boat complies with all the rules and requirements. Particular attention should be given to the rule changes for 1994 and any special rules for your local fleet. Please call your Fleet Measurer concerning any measurement questions and prior to making any changes in your boat.

Table 2

Comparison of number of High Point top 10 finishers and keel shape.

	'89	'90	'91	'92	'93
Number of Top 10 Boats with good keels	6	5	7	6	9
	of top 7	of top 7	of top 9	of top 6	top 5



# The Russians are Here!

by John Peeples, *Hallelujah*

November 13: The race is a drifter. *Hallelujah* rounds the weather mark in the middle of the pack. Those who race handicap know that ghosting a J/30 in a fleet of predominately shorter and lighter boats can be uninspiring! Recognition of the inevitable and lethargy stemming from the oyster roast (and beer) the evening before prompts me to bring out boiled shrimp for the crew to peel and eat during the down "wind" drifting. Concentration is immediately lost and other more focused but less well fed crews pass by.

The discussion turns from racing tactics and boat speed to "next week" when *Hallelujah*'s crew will include the coaches of the Russian Olympic Sailing team. The team is spending November of 1993, 1994 and 1995 at Lake Murray. It is within an easy drive of the 1996 Olympic sailing venue (Savannah) and affords the Russians mild off-season training and a whole glob of support from the city of Columbia and the state of South Carolina as part of a bigger effort to attract Olympic overflow in preparation for the 1996 games.

Jim, a local marina owner and *Hallelujah* crew member, is an "official" sailing host for this year's visit of the Russians to Lake Murray. He has taken the coaches sailing on his Cheoy Lee 39' Ketch several times and suggested that they race together on *Hallelujah* Nov. 20. The 25 members of the Russian team will be crewing on other boats in the PHRF fleet that day. This will allow some friendly competition between team members and their coaches.

The host city of Columbia is having a love affair with our sailing visitors. Social events ranging from college football and basketball to C & W line dancing are being closely followed and reported by the media. The Russian sailors are being supported on the water daily in a fleet of Lasers, sailboards, 420s (in lieu of 470s to come later) and the

necessary support craft. They have full-time support from a local sailmaker and are being housed with families in the vicinity, most of which are sailors.

I fear a repeat of these light-to-no-wind conditions next week. Knowing that even friendly competition between Olympic-caliber athletes is intense, I do not want the visitors to sail *Hallelujah* at less than her best.

*The word "tack" seems to have a bit of recognition value ...*

To my great relief, Nov. 20 dawns on Lake Murray with 15 to 20 knots from the West. The wind should hold in strength and clock to the North as a cold front passes through. I pick up my crew at the Columbia Sailing Club: Yuri Tarbin, the head coach and professor at Taganrog Radio Engineering Institute, Oleg ???, Alexi ??? and Boris Pakhomkin, the Provost at Taganrog. Boris is joining us as a non-sailor because the Cheoy Lee from which he planned to observe is not sailing. None of my new crew profess to speak English and my Russian ends at "vodka." We are introduced by Edgar, one of four interpreters provided by the University of South Carolina, school of International Business.

Edgar explains that I am not a kidnapper, telling the Russians they will ride a mile or so with me to my home, where *Hallelujah* awaits at her mooring. To this Alexi responds in Russian "Then we wash his boat!" ... you figure! The five of us cram into my four-passenger car for the short ride. This is my first "up close and personal" look at Russian camaraderie. Three large men jammed in my back seat with their arms

around one another's shoulders chanting/singing what must have been a fight song ... scary! I stop to get ice.

My imagination is running wild about what the day might have in store. Suddenly, Alexi shouts *Hallelujah*! He apparently can read my boat's name as we pull into the drive. The day was filled with repeats of the spontaneous cry. Getting to *Hallelujah* on this windy Saturday morning requires that we first survive a confrontation with the family pets (lots of dogs and cats), gather the food and race stuffs, and then complete a "bery, bery, tweachowous" dingy ride through a confused sea to the moored J/30. Prior to boarding, my Russian friends meet Dan, my only regular crew member for today, and my wife Bouy (a misspelled childhood nickname which stuck). Bouy must have bridged the language barrier, as I notice a little English (like dogs, cats) beginning to appear in the strings of Russian being spoken. Bouy follows us to the dock to take pictures with my camera, Dan's camera, and the Russians' cameras. If nothing else, this event will definitely be documented!

We hoist the main and motor sail off the mooring in a solid 18 to 20 knot westerly, and bend on the 140% underway. Within minutes, we are sailing toward the starting area about two miles south of my home. While underway, I suggest with my newly developed sign language that we practice a few tacks and then throw up the chute. The word "tack" seems to have a bit of recognition value, so I point at the primary winches, then point to Yuri and Alexi. I hand Oleg the main sheet and point to the traveler, signaling everyone to stay forward. Some clever miming of tiller motions and repetition of the word "ready" complete what I hope would be a basis for communicating an intent to come about. We tack and no one dies!

As I recover from the anxiety associated with my first maneuver without words, I realize that Olympic-caliber sailors do not need many words. The outhaul, vang, cunningham, backstay, traveler, main sheet and jib trim are all being adjusted with

## J/30 Class Rules and Specifications

### Legend

Official interpretations made by the J/30 Class Association Chief Measurer or President are shown within double lines.

*Revised or new text is shown in normal italics.*

### 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.

### Rules and Specifications

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 1/1/94.

J/30 events include all J/30 one-design races. One-design racing is defined as races with a J/30 start or races which score J/30s separately.

*Where specifically permitted in these rules, local fleets and organizers of a J/30 one-design event or series may adopt modifications, exceptions and additions to these rules which shall apply to local racing only.*

#### 1. One Design

**1.1** 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.

**1.2** 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 J/30 Board of Governors for approval prior to implementation.

**1.3** 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.

**1.4** 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 hull fittings.

**1.5** 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.

**1.6** *Official* interpretations of these rules shall be made by the Chief Measurer of the J/30 Class Association who may consult with the Class Board of Governors or the Class President or the IYRU. *Fleet Measurers shall consult with the Chief Measurer when making interpretations of these rules at the local level. Interpretations of local rules shall be made by the Fleet Measurer who may consult with the local fleet organization.*

**1.7** 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

**2.1** 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 interpretation, the English text shall prevail.

**2.2** Builders. J/30s shall be built only by builders licensed to do so under the copyright of J-Boats, Inc. (24 Mill Street, Newport, RI 02840) and shall comply with the building specifications detailed by the copyright holder.

**2.1** 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.

**2.3** Building Fee. The building fee shall be payable to J-Boats, Inc. when the molding of the hull commences.

*Editor's Note: We appreciate John Peeples forwarding this article for the Journal! It's great to share a few smiles with fellow J/30 enthusiasts. Once you've read the article, you'll know he races *Hallelujah* on Lake Murray in Columbia, SC ... PHRF only since she's the only J/30 around.*

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The winning crew ... headed up by helmsmen Bill (center) and Bill Jr. (second from left).

**Winning ingredients**

- Crew had been sailing together for the past 10 years.
- The bottom was perfect.
- Tactically, we had Larry Leonard.
- Sails were brand new.
- The boat was tuned and ready to go.
- Our crew work was 100% improved.

hadn't had a good start, always attacking from behind. Larry made it very clear that if we could just get off the line clean, we'd be tough to catch. Was that a hint? At the same time, we couldn't be overly aggressive. I didn't want to blow the regatta with a PMS. We had a chance to win though, so we had to go for it. That day seems like one big blur! Some how we managed to bang both starts and pull off two bullets for the overall win. It was a great day and victory for *Cannonball*.

**A great crew**

In closing, I want to mention our crew. Without their dedication, none of this could have been possible. To Steve Siska (Meat 1) and Chip Carr (bow), both of whom have dedicated the past 10 years sailing on *Cannonball*; to Jeff Karr (Meat 2), from Colorado, who two years ago had never been sailing before and could barely swim; to Dr. Earl Chambers (the mad Dentist) a *Cannonball* old faithful patiently waiting to be tactician; to Steve Black, who moved back from California (just in time) and has been sailing with us on and off for 28 years; to Ralph Riddle (main trimmer), our rookie of

the year; to my brother Doug, who gets no respect; to Larry Leonard, without whom we may not have won; and last of all to my father Dr. Bill Wallop who has made all of

this possible, and who at age 67 still has the same burning desire to win that he had 30 years ago when he bought his first boat. I want to thank you all! ❖

*About the author: Bill Wallop Jr. was Cannonball's primary helmsman during the North Americans, starting and steering upwind legs. The 30-year-old grew up sailing and was a member of the National Championship Team at the College of Charleston. In his father's words, he's aggressive, driven to win ... and a "bottom man."*



Two bullets on Sunday won the regatta for Cannonball. She had great starts and maintained a definitive lead in both races.

# The Winning Skipper Remembers the Series . . .

by Dr. Bill Wallop, Cannonball

This is really going to be big: 35-40 J/30s on one huge starting line! Could we really make a decent showing? Was top ten realistic? Top five too much to hope for?

Because of the crippled Severn River drawbridge, we were almost late for inspection. Then hurried to Fawcetts to buy another wooden plug, a polyethylene line and baby fender (still not sure what that's for).

Delicious buffet at Annapolis Yacht Club and we were ready. Or were we? Could I really know that out of ten guys, the prescribed seven names and bodies would show up the days they were supposed to per the mandatory, in advance, crew list? Often, I'm not sure exactly who will be on the boat the night before a race. But the schedule worked. We had a nucleus of four who went all three days, and a pool of four or five who made up the difference each day.

The core group included my sons Doug and Bill, who were raised racing an Alberg 30, with Bill also a dinghy racer on the College of Charleston National Championship team. Others — most Alberg 30 alumni — included Chip Carr (J/35 experience), Ralph Riddle (J/24 experience), son-in-law Jeff Karr (rookie of the year and new to sailing), Earl Chambers, Steve Siska (racing experience on a J/29), sailmaker Larry Leonard, and longtime crew member Steve Black (newly married and just back from California). We work well together and have a good time doing it.

An eighth in the first race wasn't exactly terrific, but at least we hadn't gone in the tank. A third in the second race — now you're talking! But the invincible *Houdini* was in there as usual with back-to-back firsts. And a boat from New Orleans named *Zephyr* was second. We figured we were in the top ten, though, and maybe

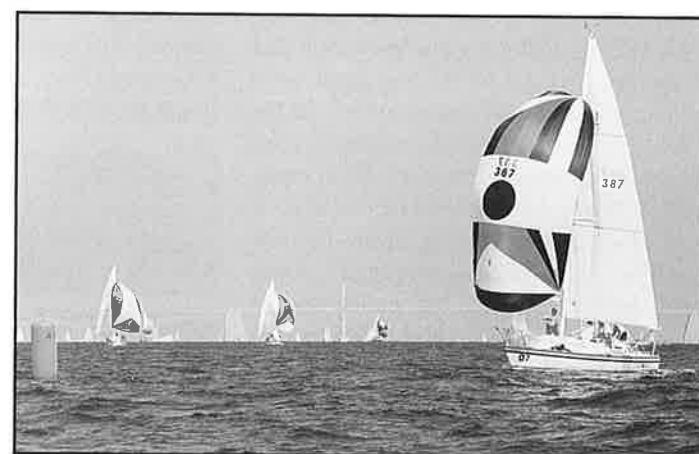
even fifth or sixth. The boat looked good and seemed fast, and nothing had malfunctioned. Maybe we could move up.

Hospice Day, the weather was threatening, but it looked like we might get only a few showers. About halfway through the race, it started pouring — a real cloudburst. And the wind shifted at least

90°, making a spinnaker reach to the second leeward mark fast and wet. The real fun was finding the finish line which had been moved well to the west, near the mouth of the Severn. But was it near the spider or over near Lake Ogletton? The rain had nearly stopped, but it was foggy and visibility was

awful. We were chasing *EZ* on port tack looking for the bare poles of the sailboat that had started us, afraid to tack away ... but several boats had gone further left and we needed to cover them, too. We saw the chase boat (which was, in fact, finishing us) too late and had to reach to the mark. We finished fourth, but it could have been worse. At that point, after three races, we were 5.5 points behind *Houdini*, tied with *BeBop* for second place with the New Orleans boat in fourth place.

*The last day was glorious — the weather, the bullets, the accolades...*



Not much other action when Cannonball rounded the bottom marks on Sunday — she was leading the pack.

The last day was glorious — the weather, the bullets, the accolades, the trophy, and the thrill of knowing, but not believing, that we had done it. We got two beautiful starts Sunday and kept going fast, rounded first and hung on.

Needless to say, I love my J/30 and I thank Jeff Hall for taking good care of her. She has really beautiful lines, and is so roomy and beautiful below. Our paint job is a little bold and a little too conspicuous on the starting line, but it's worth it. It's all the sailboat I'll ever want, and I hope *Cannonball* will be out there fighting it out for a long time. ❖



Tactically, Cannonball had Larry Leonard of America's fame.

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A record 34 boats jockeyed for position on the starting line in each of five North American races. The race committee certainly earned its keep!



crowded starting line was brutal. After four general recalls, a race was started after the time limit had expired and had to be abandoned. With three races completed, **Houdini** maintained a 5.5 point margin over **BeBop** and **Cannonball**, with **Zephyr** two points back in fourth.

Cannonball gets two bullets

After two days of rain, the weather was glorious for the finale. **Cannonball** won the fourth race ahead of Berg. She gained only slightly on the competition, though, when **BeBop**, **Houdini** and **Zephyr** followed in that order. **Houdini** was now just 2.25 points ahead of **Cannonball**, who had the same 2.25 points advantage over **BeBop**.

After two days of rain, the weather was glorious for the finale.

“After the first day, we thought Charlie Scott was out of sight” Wallop observed. “But going into the final race we knew we had a chance.”

The final race was a short three-leg windward-leeward course. “We had a great start three-quarters of the way to the pin,” says the winner. “My son Bill jockeys the boat around like a dinghy.”

**Cannonball** and **EZ** blasted off the starting line toward the favored left-hand side, rounded in that order, and covered the rest of the way to finish one-two. Ron Carr of Newport (1991 champion) finished third on loaner boat **BrouHaHa/Mondial**. **Zephyr** salvaged a tenth, giving them a second overall. **EZ**’s final race moved them up to third for the series. **BeBop** and **Houdini** were buried at the start in the final race and never recovered. They dropped to fourth and sixth respectively for the regatta, with **Valhalla** fifth.

Yacht	Skipper	District	1	2	3	4	5	Score
1 <i>Cannonball</i>	Wallop	Chesapeake	8	3	4	1	1	16.5
2 <i>Zephyr</i>	Tonguis	Gulf Coast	3	5	9	5	10	32
3 <i>EZ</i>	Rodiquez/Hughes	Chesapeake	11	2	11	7	2	33
4 <i>BeBop</i>	Rutsch/Aras	Chesapeake	6	7	2	3	19	37
5 <i>Valhalla</i>	Bardelman	Chesapeake	15	4	1	11	7	37.75
6 <i>Houdini</i>	Scott/Smith	Chesapeake	1	1	8	4	28	41.5
7 <i>BrouHaHa/Mondial</i>	Carr	S. New Eng.	9	10	18	9	3	49
8 <i>Turbo Duck</i>	VonDerWense	Chesapeake	4	9	6	21	15	55
9 <i>Gunsmoke</i>	McGuirk	Chesapeake	17	13	15	6	5	56
10 <i>Jackrabbit</i>	Cullen/Engle/Johnson	Chesapeake	19	6	17	13	4	59
11 <i>Blue Moon</i>	Ellis	Chesapeake	10	15	7	15	14	61
12 <i>Jaguar</i>	Schreitmuller	Chesapeake	18	11	3	12	18	62
13 <i>Better Mousetrap</i>	Putnam/Grealy	Chesapeake	13	8	27	14	6	68
14 <i>Twilight Zone</i>	Swangler	Chesapeake	14	17	12	18	11	72
15 <i>Hot Air/ Dreamboat Annie</i>	Berg	Southeast	2	16	33	2	25	78
16 <i>Deck Works</i>	Ensor	Chesapeake	5	20	DNC	8	22	90
17 <i>Sea Biscuit</i>	Owings	Chesapeake	7	19	13	16	DSQ	90
18 <i>Avita</i>	Nassetta/Watson	Chesapeake	23	12	30	17	17	99
19 <i>Elusive</i>	Joklik	Chesapeake	16	23	31	19	13	102
20 <i>Tiger</i>	Donlan	Chesapeake	28	14	25	10	27	104
21 <i>Blitz/Hot Rod</i>	Emery	Long Island	27	21	16	35	9	108
22 <i>no respect</i>	Harrison	Chesapeake	20	18	14	29	29	110
23 <i>Wooly Bear</i>	Rapp	Chesapeake	33	25	19	27	8	112
24 <i>Big Kahuna</i>	Christy	Chesapeake	22	24	10	24	32	112
25 <i>Cannonball/ Crackerjack</i>	Culbertson	Southeast	31	30	19	20	16	116
26 <i>Encounter</i>	Dowling	Chesapeake	32	28	22	25	12	119
27 <i>Vivacious</i>	Munz	Chesapeake	12	29	35	26	23	125
28 <i>Long Tayle</i>	Pearson	Chesapeake	21	22	29	35	21	128
29 <i>Sea Meant</i>	Tatum	Chesapeake	24	DSQ	26	23	24	132
30 <i>Mary Lou</i>	Gerber/McGill	Chesapeake	30	27	20	29	30	136
31 <i>Peaches</i>	Plesser	Chesapeake	26	26	28	31	26	137
32 <i>Irish Wake</i>	Biddle	Chesapeake	29	31	21	35	33	149
33 <i>Frolic</i>	Vielhauer	E. Great Lakes	25	33	31	PMS	31	155
34 <i>Black Magic</i>	Carraway	Chesapeake	34	32	32	30	27	155



# 30 Dedicated Years

## Dr. Bill Wallop Raced an Alberg 30 for 27 Years ... Now a Winning J/30

by Bill Wallop Jr., Cannonball

**M**y father bought his first boat, an Alberg 30 in 1963, the year I was born. Then the boats were popular and the local fleet was competitive. With very little knowledge of sailing, his quest began. It took us 27 years to finally win high point in the All-dog—a goal Dad probably set in his first year racing. But to me, winning high point meant the chance to convince Dad to buy a new boat. Something we discussed, but I knew wasn't possible until that goal was fulfilled.

Two years ago we bought our J/30. The boat was perfect for our needs. It handled like a dinghy, and was as spacious and comfortable as a 35-footer. What attracted us the most though, was that our local fleet was averaging 18-20 boats on the starting line. The competition was there and that's what we were looking for. Having grown up racing—or should I say chasing—Alberg 30s around the Chesapeake, it was quite a change. We quickly found out that we had a lot to learn about our new boat.

When we heard the J/30 Nationals would be held in Annapolis in September of 1993, we set our sights on them. We had one year to get ready. That seems like a long time, but with very little time in our boat, it didn't seem like nearly enough. Our goals were simple. First of all, we had to get out and race as often as possible. Second, we wanted to get consistent crew together. Lastly, we had to get our boat up to speed with the competition. No problem. It seemed our backs were against the wall. We dedicated the season of 1993 to tuning up for the Nationals. Each race was an opportunity to learn more about our boat; an opportunity to improve boat handling and work on crew work. The big question was: Could we get it together by September?

### Simple strategy

The beginning of September meant race week. It was an opportunity to see if our efforts were paying off. We had a strong showing, finishing fifth. The crew work was 100% improved, and I felt we were peaking at the right time.

*What attracted us the most was that the local J/30 fleet was averaging 18-20 boats on the starting line*

Going into Nationals we felt pretty good about our chances. The bottom was perfect. I spent at least 20 hours the week prior prepping and wet sanding the bottom. To

me, a smooth bottom can make all the difference in the world. The sails were brand new. Tactically, we had Larry Leonard—a priceless asset and one of the best in his field. We had crew consisting of family and friends who had been sailing together for the past 10 years. The boat was tuned and ready to go. The question now was: Could we sail a clean, consistent regatta?

Our strategy was simple: get off the line, keep our air clear and our options open, and sail as fast as we could. A lot easier said than done. We took a beating in the first race. A bad start forced us to tack for clear air, and away from what we thought was the favored side. As we searched for clear air on the right, the wind went left. Suddenly we were in the cheap seats spectating! When there's only a few boats behind you in a 34-boat fleet, it's not looking good. But we fought back to a respectable eighth place finish. The best thing about that race (which turned out to be our worst race) was the confidence boost from being able to fight back in such a competitive fleet. It was evident we had very good boat speed.

We finished that day with an eighth and a third, but Charlie Scott seemed out of reach with two bullets. The next day was frustrating. The wind was very inconsistent, it rained and then a fog covered the course making it impossible to see the finish line. We chased **EZ** toward the finish and, as the fog lifted, it became obvious we had gone too far and sailed right past the line. We salvaged a fourth. The race committee tried to get another race off, but after numerous general recalls they called it a day. We were in the top three going into the last day. Our confidence was booming. Our boat speed was fantastic. Our only weakness up to that point was getting off the line. We really



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**Elting, Phil & Linda**  
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(713) 326-2496 (H) • (713) 470-3675 (W)  
**MOONRAKER** • Owner

**Emery, Damian**  
P. O. Box 423 • Shoreham, NY 11786  
(516) 744-7865 (H) • (516) 924-9668 (W)  
**BLITZ** • Owner

**Emmanuel, John**  
610 W 110th Street • New York, NY 10025  
(212) 666-2433 (H) • (212) 548-4833 (W)  
**KISMET** • Owner

**Engle, Ron**  
Washington, DC 20026  
**JACKRABBIT** • Owner

**Ensor, Doug and Shailja**  
4430 Jennings Chapel Road • Brookville, MD 20833  
(410) 442-2111 (H) • (410) 992-4444 (W)  
**DECK WORKS** • Owner

**Enwright, Jim**  
RD #7 Box 376 • Oswego, NY 13126  
(315) 342-5180 (H) • (315) 349-2267 (W)  
**BREAK AWAY** • Owner



# The Russians are Here!

by John Peeples, *Hallelujah*

**N**ovember 13: The race is a drifter. *Hallelujah* rounds the weather mark in the middle of the pack. Those who race handicap know that ghosting a J/30 in a fleet of predominately shorter and lighter boats can be uninspiring! Recognition of the inevitable and lethargy stemming from the oyster roast (and beer) the evening before prompts me to bring out boiled shrimp for the crew to peel and eat during the down "wind" drifting. Concentration is immediately lost and other more focused but less well fed crews pass by.

The discussion turns from racing tactics and boat speed to "next week" when *Hallelujah*'s crew will include the coaches of the Russian Olympic Sailing team. The team is spending November of 1993, 1994 and 1995 at Lake Murray. It is within an easy drive of the 1996 Olympic sailing venue (Savannah) and affords the Russians mild off-season training and a whole glob of support from the city of Columbia and the state of South Carolina as part of a bigger effort to attract Olympic overflow in preparation for the 1996 games.

Jim, a local marina owner and *Hallelujah* crew member, is an "official" sailing host for this year's visit of the Russians to Lake Murray. He has taken the coaches sailing on his Cheoy Lee 39' Ketch several times and suggested that they race together on *Hallelujah* Nov. 20. The 25 members of the Russian team will be crewing on other boats in the PHRF fleet that day. This will allow some friendly competition between team members and their coaches.

The host city of Columbia is having a love affair with our sailing visitors. Social events ranging from college football and basketball to C & W line dancing are being closely followed and reported by the media. The Russian sailors are being supported on the water daily in a fleet of Lasers, sailboards, 420s (in lieu of 470s to come later) and the

necessary support craft. They have full-time support from a local sailmaker and are being housed with families in the vicinity, most of which are sailors.

I fear a repeat of these light-to-no-wind conditions next week. Knowing that even friendly competition between Olympic-caliber athletes is intense, I do not want the visitors to sail *Hallelujah* at less than her best.

## *The word "tack" seems to have a bit of recognition value ...*

To my great relief, Nov. 20 dawns on Lake Murray with 15 to 20 knots from the West. The wind should hold in strength and clock to the North as a cold front passes through. I pick up my crew at the Columbia Sailing Club: Yuri Tarbin, the head coach and professor at Taganrog Radio Engineering Institute, Oleg ???, Alexi ??? and Boris Pakhomkin, the Provost at Taganrog. Boris is joining us as a non-sailor because the Cheoy Lee from which he planned to observe is not sailing. None of my new crew profess to speak English and my Russian ends at "vodka." We are introduced by Edgar, one of four interpreters provided by the University of South Carolina, school of International Business.

Edgar explains that I am not a kidnapper, telling the Russians they will ride a mile or so with me to my home, where *Hallelujah* awaits at her mooring. To this Alexi responds in Russian "Then we wash his boat!" ... you figure! The five of us cram into my four-passenger car for the short ride. This is my first "up close and personal" look at Russian camaraderie. Three large men jammed in my back seat with their arms

around one another's shoulders chanting/singing what must have been a fight song ... scary! I stop to get ice.

My imagination is running wild about what the day might have in store. Suddenly, Alexi shouts *Hallelujah*! He apparently can read my boat's name as we pull into the drive. The day was filled with repeats of the spontaneous cry. Getting to *Hallelujah* on this windy Saturday morning requires that we first survive a confrontation with the family pets (lots of dogs and cats), gather the food and race stuffs, and then complete a "bery, bery, tweachowous" dingy ride through a confused sea to the moored J/30. Prior to boarding, my Russian friends meet Dan, my only regular crew member for today, and my wife Bouy (a misspelled childhood nickname which stuck). Bouy must have bridged the language barrier, as I notice a little English (like dogs, cats) beginning to appear in the strings of Russian being spoken. Bouy follows us to the dock to take pictures with my camera, Dan's camera, and the Russians' cameras. If nothing else, this event will definitely be documented!

We hoist the main and motor sail off the mooring in a solid 18 to 20 knot westerly, and bend on the 140% underway. Within minutes, we are sailing toward the starting area about two miles south of my home. While underway, I suggest with my newly developed sign language that we practice a few tacks and then throw up the chute. The word "tack" seems to have a bit of recognition value, so I point at the primary winches, then point to Yuri and Alexi. I hand Oleg the main sheet and point to the traveler, signaling everyone to stay forward. Some clever miming of tiller motions and repetition of the word "ready" complete what I hope would be a basis for communicating an intent to come about. We tack and no one dies!

As I recover from the anxiety associated with my first maneuver without words, I realize that Olympic-caliber sailors do not need many words. The outhaul, vang, cunningham, backstay, traveler, main sheet and jib trim are all being adjusted with

# J/30 Class Rules and Specifications

## Legend

Official interpretations made by the J/30 Class Association Chief Measurer or President are shown within double lines.

*Revised or new text is shown in normal italics.*

## 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.

## Rules and Specifications

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 1/1/94.

J/30 events include all J/30 one-design races. One-design racing is defined as races with a J/30 start or races which score J/30s separately.

*Where specifically permitted in these rules, local fleets and organizers of a J/30 one-design event or series may adopt modifications, exceptions and additions to these rules which shall apply to local racing only.*

### 1. One Design

**1.1** 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.

**1.2** 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 J/30 Board of Governors for approval prior to implementation.

**1.3** 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.

**1.4** 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 hull fittings.

**1.5** 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.

**1.6** Official interpretations of these rules shall be made by the Chief Measurer of the J/30 Class Association who may consult with the Class Board of Governors or the Class President or the IYRU. *Fleet Measurers shall consult with the Chief Measurer when making interpretations of these rules at the local level. Interpretations of local rules shall be made by the Fleet Measurer who may consult with the local fleet organization.*

**1.7** 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

**2.1** 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 interpretation, the English text shall prevail.

**2.2** Builders. J/30s shall be built only by builders licensed to do so under the copyright of J-Boats, Inc. (24 Mill Street, 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.

**2.3** Building Fee. The building fee shall be payable to J-Boats, Inc. when the molding of the hull commences.

**Editor's Note:** We appreciate John Peeples forwarding this article for the Journal! It's great to share a few smiles with fellow J/30 enthusiasts. Once you've read the article, you'll know he races *Hallelujah* on Lake Murray in Columbia, SC ... PHRF only since she's the only J/30 around.

## 2.4 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. molded 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. *This provision may be waived or modified by local fleets or event organizers.*
- .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. Owner's Responsibility

3.1 It is the responsibility of the owner to ensure that the yacht complies at all times with the current class rules.

3.2 No yacht shall race unless the owner(s) and helmsman(men) are full members of the J/30 Class Association. *Local fleets, event organizers and other jurisdictions may require additional memberships.*

## 4. Measurement

4.1 Tolerances are given in these rules and plans only to permit minor building errors or distortion through age.

4.2 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.

4.3 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. *This provision may be waived or modified by local fleets or event organizers.*

4.4 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.

4.5 IYRU Measurement Instructions and Racing Rules. Except where other methods of measurement are clearly indicated in the Class Rules, the IYRU measurement instructions and IYRU racing rules shall apply.

4.6 All templates shall be made only from offsets approved by J-Boats, Inc.

## 5. Construction & Measurement Rules

5.1 Production Molds for hull, deck, interior, hatches, and rudder shall be made from molds 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 molds shall not be amended or altered unless specifically authorized by J-Boats, Inc.

5.2 Hull and Deck construction shall be in accordance with approved laminate, general arrangement, construction plans and techniques, and specifications approved by J-Boats, Inc.

5.3 Interior Equipment supplied with the standard boat from the factory may not be deleted or substituted for except by equivalent items of comparable weight (e.g. the stove). Optional equipment offered by the builder or comparable equipment installed by the dealer or owner is permitted as are other items such as shelves or drawers to personalize the interior.

Standard interior equipment includes (but is not limited to) the following:

- cushions for all berths and settees
- stove
- bulkhead door
- water tank
- holding tank
- folding tables except main cabin table
- storage bin covers

Optional interior equipment includes the following:

- plastic tubs in storage compartments
- teak and holly sole
- main cabin table
- hot water tank

5.4 Deck Gear. No additions, relocations, or modifications are permitted except as herein provided.

.1 Permitted Alterations or Additions:

- .1 Four pairs of deck padeyes 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 footblocks.
- .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 mm aft of the shroud chainplates, nor more than 330 mm forward of the shroud chainplates.
- .7 A padeye, in addition to other allowable padeyes, may be located on the centerline between the mast and the forward hatch and may be used as an alternate location for the spinnaker pole downhaul.

# Chesapeake Bay Measurement Program

## An Analysis of Keel Shape and Performance

by Larry Christy, *Big Kahuna* ('94 Fleet Captain, '93 Fleet Measurer)

At the start of the 1992 season, the Chesapeake Bay J/30 Fleet initiated an extensive program to measure all boats in the fleet. The objective was to ensure that all J/30s participating in one-design races comply with the J/30 Class rules, and to make owners more aware of the rules. We are trying not to be too heavy-handed in enforcement of rules violations, and most owners have been very cooperative. Some have even been grateful because requested changes have improved their boat speed or handling.

In addition, we have tried to involve as many fleet members as possible in boat measurement. Hopefully, this will help everyone understand what we are looking for and what we are trying to accomplish.

To date, we have measured 37 boats and found major problems on 11 (29%) and minor problems on 7 (19%). All of these problems have been corrected. Table 1 is a summary of the measurement data and some of the more common problems.

The term "fat" in Table 1 indicates that the keel or rudder exceeds the width as specified in the class rules, while short refers to chord length. A short, fat keel is considered legal. This is a stock keel and the way all boats were delivered from the factory. In addition, all keels appear to have been placed as far aft as possible and placement varied by only 3/8 in. across the fleet. Only two keels were found to exceed the specified chord length, and only one keel was found to be 1 in. too far aft. This appeared to be due to building up the keel's trailing edge in an attempt to bring the chord length of the keel up to the class rules. In most cases, this cannot be done without exceeding the maximum aft position of the

**Table 1**

Summary of measurement data showing the number of boats measured, the number of boats not in compliance, and keel and rudder shape.

	Number		Length		Shape	
	Measured	Illegal	Long	Short	Good	Fat
Keel	32	2	2	18	21	11
Rudder	32	1			1	31
Mast Step	17	2		2		
J	37	8	8			
Headstay	37	5	5			
Padeyes	37		5			
Mast/Boom Bands	37	9				

keel. If you want to bring the chord length up to the design specifications, you must build up the leading edge of the keel.

### Of interest

One of the interesting correlations that may be possible with our data is the effect of keel shape on yacht performance. Table 2 compares the number of boats finishing in the top 10 in CBYRA High Point competition (fleet championship) over the last five years that have had a keel job (i.e., their keel shape fits the templates). While the average over the five years is 6.6 out of 10, the top six or seven boats each year usually had good keels (Table 2).

It is also interesting to note that, of the eight boats in the fleet with good keels at the end of the 1992 season, six or seven finished in the top 10 each year. After this information was published in our fleet newsletter (after the 1992 season), the number of boats with good keels went from eight to 21 boats!

While these data make a strong case for having a good keel, keep in mind that they

do not take into consideration the skill and ability of the skipper and crew. *BeBop* had not had a "keel job" until 1993 and has won the High Point trophy in four of the last five years. In addition, the top sailors are perhaps more likely to pay attention to boat preparation.

*... our measurement program has been very successful in assuring owners that their competitors are in compliance ...*

### Conclusion

We feel our measurement program has been very successful in assuring all our owners that their competitors are in compliance with J/30 one-design rules. We plan to continue our measurement program and will be adding several additional items to our regular check list.

If you are racing in a one-design fleet, please read the 1994 J/30 Class Rules prior to the start of the season and be sure your boat complies with all the rules and requirements. Particular attention should be given to the rule changes for 1994 and any special rules for your local fleet. Please call your Fleet Measurer concerning any measurement questions and prior to making any changes in your boat.

**Table 2**

Comparison of number of High Point top 10 finishers and keel shape.

	'89	'90	'91	'92	'93
Number of Top 10 Boats with good keels	6	5	7	6	9
	of top 7	of top 7	of top 9	of top 6	top 5

# The Parking Sail

by Gary Swangler

Anyone who has ever cruised a J/30 and anchored in their favorite secluded harbor knows that they will be subject to a constantly changing view. A fin keel boat, as opposed to a full keel boat, will not sit in any kind of breeze when anchored. This swinging back and forth causes many problems, the worst of which include wrapping the anchor line around the keel (always carry an empty Clorox bottle), and dragging your anchor (to set your alarm off at 3:00 a.m., of course!).

And by now, all J/30 owners have at least one mainsail collecting dust in the basement, never to be seen or used again.

The "Parking Sail" offers a simple and cheap solution to two problems: sailing at anchor and using an old mainsail. Total cost of the sail is about \$30.

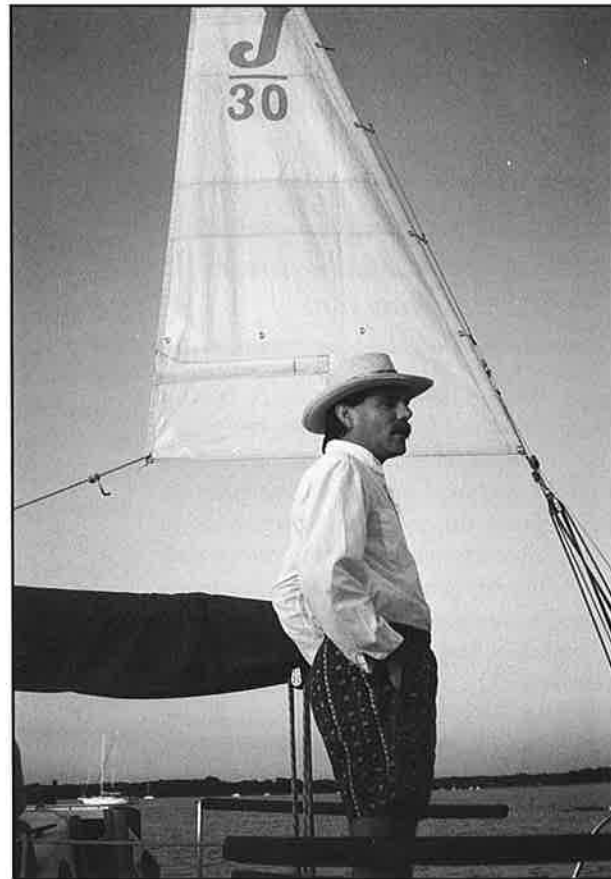
The sail is attached to the backstay with dog clips (see photo). The main halyard is used to hoist, back stay adjuster gives tension, and a reefing line is tied to the clew. Hoist the sail backwards, that is bolt rope along the back stay.

Please be aware that the "Parking Sail" cannot be on board while racing — J/30 class rules set a limit of five sails on board.

This sail works wonderfully well, as tested this past Memorial Day Weekend. While *Big Kahuna* continually checked out all scenery in the anchorage, *Twilight Zone* stayed put nicely! ❖

## Needed materials and tools

- 1 Old Mainsail  
(we all have plenty of these!)
- 6 1/2-in. grommets
- 6 Dog clips
- 6 Shackles
- 1 1/2-in. grommet tool
- 1 Soldering iron (to seal foot of sail)



## Spinnaker Takedown Techniques ...

(continued from previous page)

lished. The genoa sheet should be well eased so that the luff of the genoa is soft. This will prevent the genoa from stalling, which can collapse the spinnaker prematurely.

When the boat begins its "outside-in" rounding of the mark, the guy should be eased forward to the head stay and the spinnaker sheet trimmed to maintain a small curl in the luff of the sail. The genoa sheet should be trimmed as needed. As the boat starts turning around the mark, the apparent wind moves forward, and when the angle reaches about 55 degrees the spinnaker will collapse.

The spinnaker sheet is then further trimmed (the "Stretch") As the spinnaker collapses, the halyard stopper is totally

released (the "Blow"). The crewman on the spinnaker sheet pulls until he can grasp the clew of the sail, at which point he gathers it, working up the leech as quickly as possible, and passes it into the companionway. After the majority of the sail, including the head, is belowdecks, the guy is eased and the tack retrieved. At this point the spinnaker gear can be gathered and pulled around the boat for the next set.

The only disadvantage we have found with this technique is that the sail tends to get a little wet when the halyard is released. The spinnaker will float behind and to leeward of the genoa and if the sail is not promptly retrieved or it is very windy, the head of the sail will skim across the tops of the waves. This problem can be minimized

by stopping the halyard when it is two-thirds of the way down (preferably with the stopper and not your wrist or ankle).

*... keep your chute up until it wants to come down, and find yourself farther ahead!*

Gaining boat lengths around the course is what we are all striving for. The ability to get around a mark with better boat speed and maneuverability can only net you boat lengths at the finish. So keep your chute up until it wants to come down, and find yourself farther ahead! ❖

## Prohibited Alterations or Additions:

- 1 Thrudeck running or standing rigging controls or thrudeck 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 stern rail, lifeline wire design or size other than standard, or lifeline droop exceeding 125 mm with a 5 kg weight suspended between the pulpit and first stanchion.
- 3 Relocating or changing the length of the mainsheet traveler or the use of an alternative mainsheet bridle system.

The standard traveller car and track may be replaced with an equivalent system.

Swivel-base mainsheeting systems are prohibited.

Automatic release or self-tacking traveler cars are permitted.

- 4 Use of other than standard located jib tack hooks.

Standard deck gear includes 6 Barient winches, 2 #10 halyard, 2 #21 secondaries and 2 #25 primaries (or equivalent sizes), which shall not be removed or relocated.

## 5.5 Keel

- 1 Casting of Keel. The fin keel 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 20 kgs.
- 3 Coating of keel may be by 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.

## 5.6 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.

## 5.7 Mast

- 1 Material shall be of aluminum alloy extrusion with a continuous fixed groove integral with the spar, and shall be produced only by an approved manufacturer and supplied only through a builder approved by the J/30 Class Association in conformity with the official mast drawing.

Currently approved mast builders include Hall Spars of Bristol, RI and I. M. Isomat (formerly Kenyon Spars).

- 2 Measurement Bands of contrasting color, one inch in 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 molded mast step.
- 3 Position 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 molded step in the sole liner.
- 4 Mast hardware and spreaders may not be deleted, modified, or replaced by other than authorized builder. A system may be retrofitted to existing masts and fitted to new masts to prevent spreader brackets from pulling away from the mast. This system shall consist of a metal strap welded, bolted or riveted to the spreader brackets and going around the front of the mast to connect the brackets. The angle of the spreader shall not be changed nor shall the length of the spreader be changed.

5.8 Standing Rigging may not be altered in material, design or added to except as herein provided.

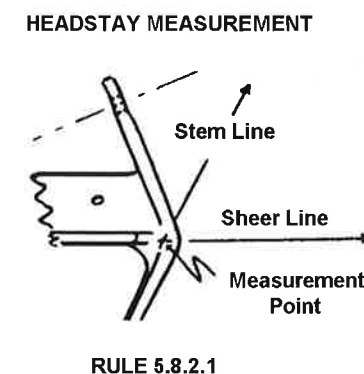
## 1 Permitted Alternatives:

- 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:

- 1 A headstay length which exceeds 10.935 m when measured from pin to centerline as shown in the following diagram. (See figure 1.)
- 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.

Figure 1





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*Removal of the boom topping lift is not permitted. It shall remain attached to the mast crank while racing.*

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

**.1 Permitted Alternatives:**

- .1 Replacement of wire rope and/or rope of equivalent strength to that supplied by the builder.
- .2 Substitute blocks or cleats for the headsail sheets, mainsail sheets, backstay adjuster, traveller controls, cunningham, outhaul, reefing gear, foreguy and vang.

---

Double-ending of the backstay adjuster, mainsheet fine-tuning controls (if installed) and foreguy is permitted.

---

- .3 Snap shackles or clips at the end of headsail sheets.
- .4 Barber hauling and twing devices as covered in 5.4.1.1. Devices used to barberhaul headsails shall be attached a minimum of 250 mm outboard of the existing tracks.
- .5 Light air spinnaker sheets and guys of any material and size.
- .6 Aramid sheets or ropes.

**.2 Prohibited Alternatives or Additions:**

- .1 Spinnaker guy strut.
- .2 Boom vangs other than six power rope tackle with self contained cleating system.
- .3 Mainsheet pennants.

**5.10 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.

**5.11 Spinnaker Boom**

- .1 Material shall be of aluminum alloy extrusion and supplied only through a builder approved by the J/30 Class Association.
- .2 Length from tip to tip of the pole shall not exceed 3810 mm nor when attached to the fitting at the mast, extend more than 3842 mm from the face of the mast.

**5.12 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 (#2 sewn from the head of the mainsail) 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 midpoint of the leach 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 leach. 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 leach 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.
- .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.

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Loose-footed mains are not permitted.

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**.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. Cunninghamham are not permitted.
- .4 Maximum luff length is 9982 mm (32.75').

boat, on starboard, approaching the leeward mark. Given that we are on starboard jibe, our main concern should be how we are going to clear the genoa from the pole when we jibe.

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***Gaining boat lengths around the course is what we are all striving for.***

---

On boats where the spinnaker pole is easily detached from the mast, the genoa can be raised on the port side of the boat with the starboard sheet under the pole. On larger boats the starboard sheet must be rigged over the pole, in front of the topping lift, so that the genoa can be tacked over the pole if necessary.

Since this drop is more involved than the first, it should be started a bit earlier. The critical point in this takedown is again the pole detachment. As the boat starts to drive off to jibe to port, the pole is squared. When the boat is practically dead downwind, the pole is released from the mast and guy, and is then placed along the starboard side, aft of, and beneath, the genoa sheets. On larger boats, the pole is released and dropped to the deck, the topping lift is eased, and the genoa sheet cleared over the pole. The main and genoa will be jibed as this is happening.

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***... maneuvers should be practiced by the crew prior to using them on the race course in order to avoid baptisms under fire.***

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From this point on, the takedown is identical to the windward recovery previously discussed. To maintain as much speed as possible through the maneuver it is important when the boat jibes that the new guy (port side) is hand-held out to keep the sail from rolling behind the main.

The addition of these two weather take-down techniques will round out your arsenal of options available at the leeward mark. Both maneuvers should be practiced by the crew prior to using them on the race course in order to avoid baptisms under fire.

**Leeward Takedowns**

The most popular and traditional spinnaker takedown method involves "running" the guy. The technique typically requires that the tack of the spinnaker be released when the boat is a short distance from the leeward mark. The halyard is then eased and the sail is gathered in under the boom and pulled back into the companionway. It is the simplest and best-known solution, and if executed properly, the takedown will be concluded and the spinnaker under control before the boat turns the mark.

However, this method is not without its faults: Releasing the guy necessitates an earlier douse than is optimum speedwise, and the recovery of the sail, as often as not, ends up taking place in the cockpit, slowing the sail trimming efforts. Furthermore, if the sail is not gathered promptly, it becomes difficult to handle and tries to stream off to leeward as the boat goes on the breeze.

A variation of this technique called the "Stretch and Blow" addresses these problems. The spinnaker is kept out of the cockpit and away from the lead blocks, sheets and winches. This decreases the amount of time it takes to trim the genoa. Since the spinnaker is flown until the boat is almost around the mark, the boat will carry its speed through the rounding.

**Stretch and Blow**

The only required piece of hardware for the execution of the "stretch and blow" is a halyard stopper that can be released without the benefit of a pair of Herculean hands. Care must be taken that the halyard is cleanly flaked and put in an area where it can run.

As you approach the leeward mark, the genoa should be raised at its normal time, far enough from the mark so that the proper halyard and lead positions can be estab-

***Reason for the article: "I saw plenty of opportunities for improving spinnaker drops on the J/30 race course this year," says author Jim Cullen. "In such a competitive class, the proper call and good crew work through a douse can mean several boat lengths!"***

***About the article: Jim's observation inspired him to search his files and submit this article. It is adapted from a series which originally appeared in Yacht Racing & Cruising Magazine and was written by Mark Sertle, then business manager of Haarstick Sailmakers, Rochester, NY. It has been modified with J/30s in mind.***

***About the author: Jim Cullen of Haarstick Sailmakers' Annapolis loft is an active member in the Chesapeake Bay fleet. He and co-owners Ron Engle and Ned Johnson successfully campaigned Jackrabbit locally and at the North Americans in 1993. Their distinctive yellow, pink and white spinnaker is usually among the leaders when it's doused at leeward marks!***

# Spinnaker Takedown Techniques

submitted by Jim Cullen, Haarstick Sailmakers

*This article will shed some light on different ways to get rid of the spinnaker at the end of the off-wind legs. In addition, and maybe more importantly, it will help you in organizing your boat for the next upwind leg.*

*On Jackrabbit, our primary criteria is: which technique will end up leaving the sheets and halyard snapshackles on the correct side of the boat for the next spinnaker set? This minimizes setup time later up the windward leg.*

*As most of our racing is done on windward/leeward courses, the spinnaker set most often will be a standard starboard-pole bear away set. This means the gear will want to end up on the port side of the boat during the takedown, usually calling for a weather takedown. But, as you know, the wind does shift and with it, so will your plans at the leeward mark.*

*Talk the situation over with the crew as you approach the mark. If you are comfortable with the techniques described here, you will come out clean for the takedown and next upwind leg. Remember, a boat length here and a boat length there all add up at the finish line!*

One of the most critical maneuvers in a race is the spinnaker takedown at the leeward mark and, as every marine photographer knows, there is more than one way to "douse the chute." Here we discuss the pros and cons of some popular techniques for takedowns on both the windward and leeward side.

## Windward Takedowns

This discussion includes two weather takedown techniques. Weather takedowns have several advantages over leeward recoveries, the primary one being that the spinnaker and running rigging can be recovered on the side of the boat from which you might plan to reset the kite. This is very important on weight-sensitive boats and on courses where multiple spinnaker sets are the norm. Another advantage with a weather drop is that the spinnaker can be flown longer into congested roundings without fear that the sail will touch an outside boat during the douse. On bigger boats, however, windward takedowns can become more difficult due to greater compression loads and windage on the chute, particularly when reaching into a mark. The solution is to practice these techniques aboard your boat to find what you can manage in different wind strengths. Then you can attack leeward mark roundings with confidence!

## No change of tack

The first technique I'll discuss is for roundings when no change of tack is required upon approaching the leeward mark, e.g. after the second reach of a triangular course. Let's assume that we are on port and have completed our standard pre-mark-rounding tasks of flaking the halyard and raising the genoa (leaving its sheet very loose). The key to a successful windward takedown is the release of the guy from the pole. The easiest way to accomplish this is to remove the pole from the mast first and then release the guy after sliding the pole aft. The guy then rests on the headstay. This move is difficult on a reach because the timing of the release of the pole will be dictated by the amount of wind, heavier

wind requiring earlier pole releases. When running in to the mark the problem of releasing the guy is minimized because there is less compression on the pole. In either case, the spinnaker can be flown after the pole is released. On a reach, the forestay will act like a pole and support the guy; on a run or broad reach, the guy will have to be held outboard by hand so that the sail does not flop in behind the main and genoa. In both cases remember to keep the genoa sheet eased or else the spinnaker will collapse behind it.

*The ability to get around a mark with better boat speed and maneuverability can only net you boat lengths at the finish.*

With the pole on the deck and the sail free flying, the crewmember who is going to recover the sail positions him/herself on the guy, aft of the shrouds. The recovery should be started when the boat is about three lengths from the mark. (Start farther away in more breeze.) When the crew is positioned, the sheet is released and the sail will blow forward. Simultaneously, the retriever pulls the guy. When the foot of the spinnaker is on the weather side of the headstay, the halyard is released. The sail is then gathered on deck, aft of the shrouds and passed below with the halyard and sheets still attached. Care should be taken not to release the halyard before the spinnaker is on the weather side of the boat in order to prevent the sail from dropping into the water to leeward. In this case, the boat would run the sail over, giving marine photographers additional opportunities to practice their trade!

## Jibe necessary

The second weather takedown technique is especially useful on a run when a jibe will be necessary to round the mark. This is frequently the case when you are the inside

.5 Up to three battens are permitted between the head and the clew evenly spaced on the leach, 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 leach 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 leaches is 10.515 m. The half width at half height, measured from midpoint of the leaches 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.

## 5.13 Auxiliary Engine and Propeller

- .1 Weight. The engine dry weight including adjacent batteries shall not be less than 145 kg.

Minimum engine dry weight includes two adjacent batteries.

.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.

Removal of the engine cooling water intake screen is permitted.

## 5.14 Sailing Weight

- .1 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 aft at least 100 mm from the leading edge on both sides of the stem and rudder. Draft marks are to be painted on by owners or molded by the builder in sharply contrasting color. Local fleets or event organizers for a J/30 One-Design event or series may waive this 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.
- .2 The Bottom of the stem mark shall be 1403 mm down the stem from an extension of the line formed by the top of the hull flange at the stem, not including the deck. (See figure 2.)
- .3 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. (See figure 3.)
- .4 When in sailing trim (without crew) with all supplies, sails, stores, tankage, and sailing gear, the bottom of both lines should touch the water.

## 5.15 Official Class Identification

- .1 Color is solid PMS Reflex blue, black, red or green. 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.

Figure 2

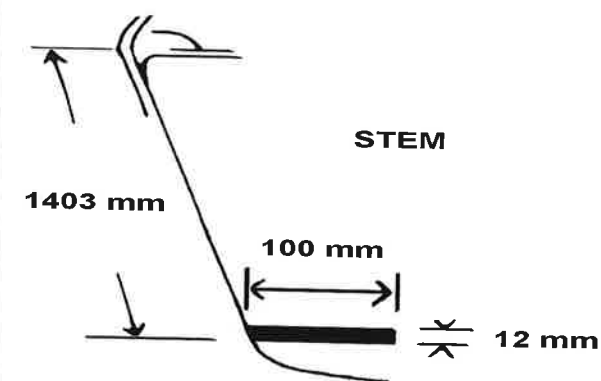
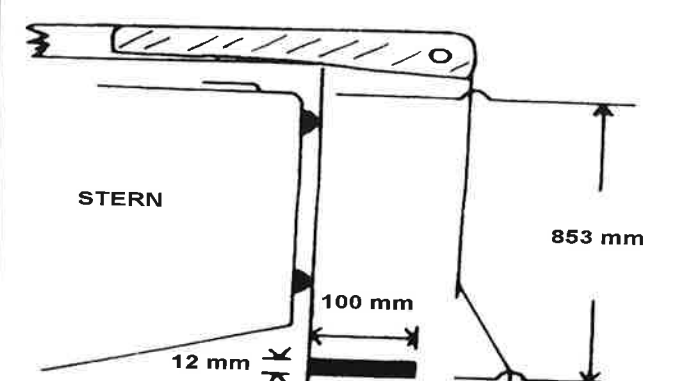
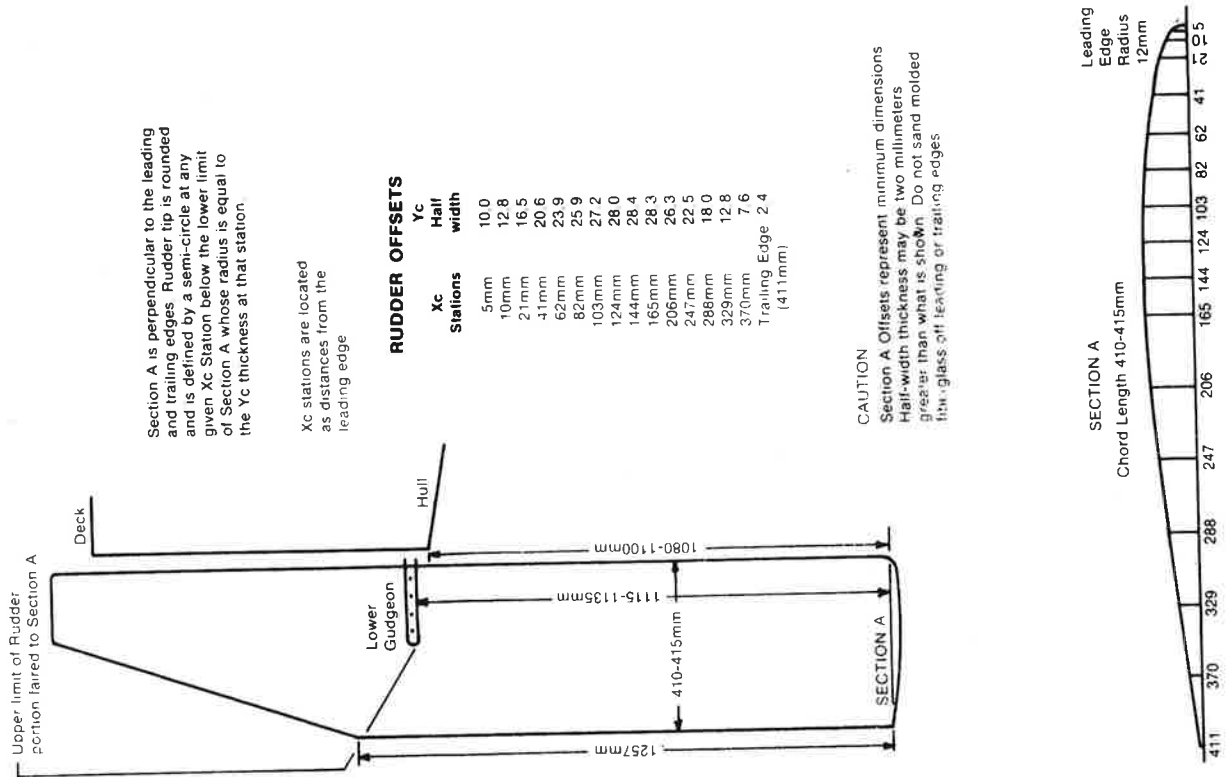


Figure 3



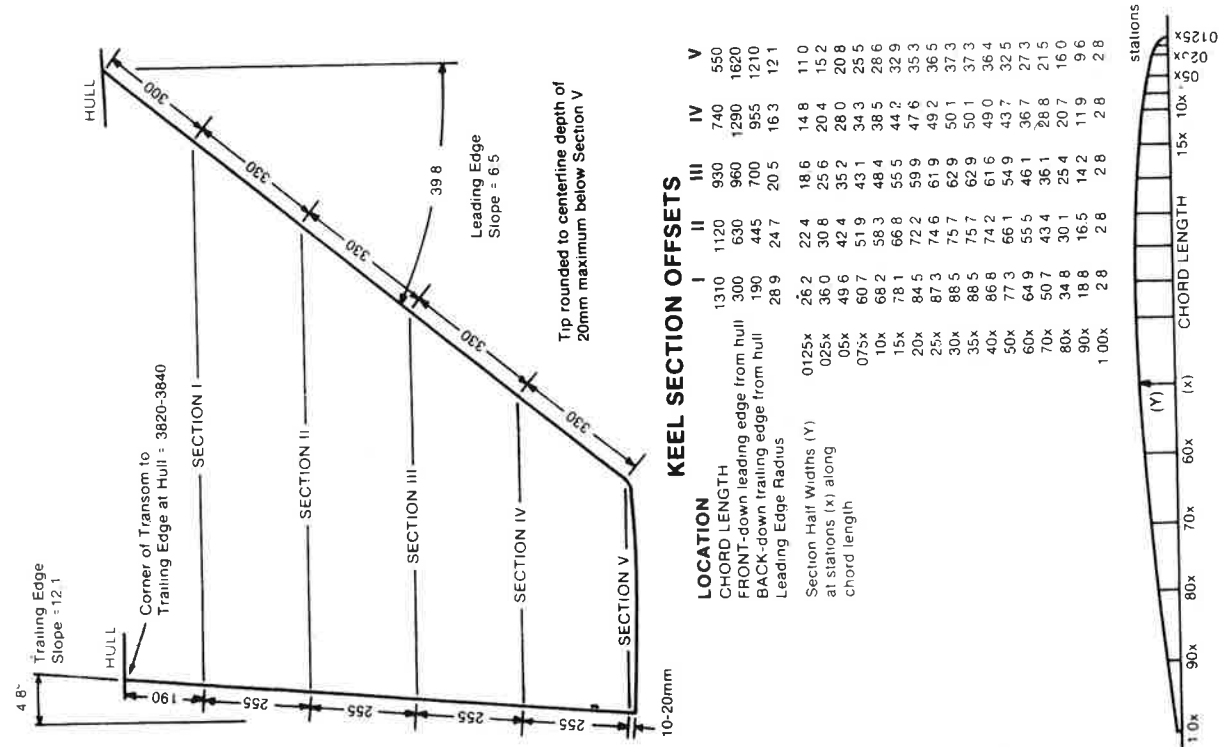
# J/30 RUDDER PLAN AND OFFSETS

(Dimensions in Millimeters)



# J/30 OFFICIAL KEEL DRAWING AND OFFSETS

(Dimensions in Millimeters)



The Munz's responded to our plea for Journal pictures with lots of great shots (Vivacious and crew are very photogenic!) ... plus, Teri and Bill do a great deal for the Class, so we're proud to feature them!

Wooly Bear, BeBop and Blitz/Hot Rod.  
Mark roundings tested crew work, rules knowledge ... and pure guts!



To quote Rags, "there were no less than 17 Rock Stars" sailing in our North Americans. This group compared notes after the awards ceremony (from left): Bob McKay, Wil Keyworth, Charlie Scott, Larry Leonard, Charlie Smith.

## Headed to Chicago in '94

by Dennis Bartley, Planxty

The J/30 Nationals will be held in Chicago, Sept. 8-11. Burnham Park Yacht Club (BPYC) is quite pleased to host the regatta. BPYC is located just south of downtown Chicago. If you're looking for it on a map, it's right next to Meigs Field (a small airport), and surrounded by museums (planetarium, aquarium, and natural history) and Soldiers Field (home of the not-so-mighty Chicago Bears). BPYC is a full service club with docking, fuel, ice and restaurant facilities.

For those trailering their boats in, arrangements have been made to launch from Chicago Yacht Yard for a fee of \$150. Chicago Yacht Yard is on the south branch of the Chicago river, about a 90-minute trip from the yacht club. Mast stepping can be done at BPYC at no charge. Docking is available for out of town boats at BPYC, again free of charge.

Loaner boats will be available, of course. It would help a lot to know who needs a loaner as quickly as possible. All loaner boats will have their bottoms cleaned just before the regatta.

There are quite a few hotels in downtown Chicago. The closest to BPYC is probably the Chicago Hilton, perhaps a five-minute drive (or 15-minute walk) away. Less ex-

pensive lodging can be found a little farther out.

### Windy in Chicago?

Labor Day generally signals the beginning of fall weather patterns in Chicago. It turns cooler, and the thermal generated sea-breeze isn't as prevalent. Air and water temperatures would be very close, about 60 degrees. Northwest or west winds are often shift... especially nearer the city itself. September can sometimes be quite windy in Chicago, so don't leave your #3 behind to save weight. There are no tides on Loch Mich, and compass variation is less than 1 degree. Loran coverage is good with the 8970 chain. Though zebra mussels on the Great Lakes have received a lot of press recently, it hasn't seemed a problem to recreational boaters. I have never seen any mussels on the bottom of my boat, and haven't had any clogging of the engine's water intake.

Discharge of sewage is not allowed at all on the lake. There are two pump-out stations in Burnham Harbor, so disposing of waste is no problem. The local port authority (Chicago Park District) has inspected boats in the past. If you have a Y valve on your boat, make sure it does not allow waste

"It's really just an overgrown J/24," says Scott Tonguis about hauling Zephyr. "... you just use bigger ropes!" He encourages other J/30 owners to trailer their boats (he borrows a J/29 trailer), but advises: "Have good equipment and do it right the first time!"

"Once you're on the road, it's really quite painless," summarizes Tonguis. (Skip Vielhauer of Frolic concurs.) "It's a nine-day commitment, but well worth it!"

"It was great to compete against so many other J/30s!" says Ron Carr of BrouHaHa. "... and the parties are first-class."

to be pumped overboard, and disable the valve by removing it's handle.

### Great place to spend time

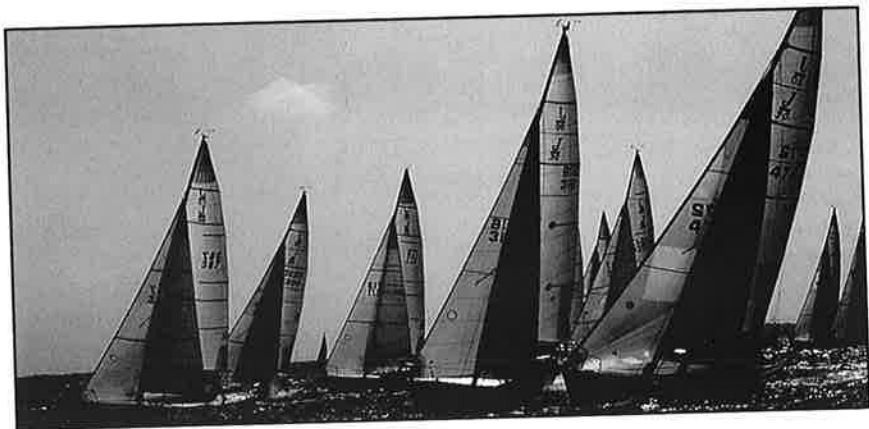
If you have time, Chicago is a great city to visit. It has world class museums, ethnic food, and music. The Aft Institute has one of the best collections of modern art in the country. The Chicago Symphony is of course world renowned. There's great jazz and blues. The Museum of Science and Industry is a 15-minute drive south of the harbor.

If you should have any questions at all, please call me at 708-848-2819 (evenings) or 312-329-3517 (days).



# Highlights

Rich and Bret Harrison checked the sailing weight of each entry in the North Americans.



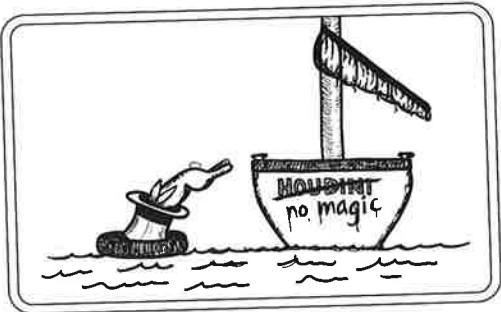
Competition was stiff ... 20 of 34 competitors finished at least one race in the top ten.



Long Tayle and Irish Wake ready to hoist spinnakers.



Representing host AYC at the awards ceremony, Commodore Kidd (right) complimented the J/30 group on our sportsmanship and enthusiasm ... and our competitive spirit! 1992 champion Charlie Scott receives his sixth-place box.



The measurement team tends to pre-race work at the Annapolis Yacht Club. AYC served as head-quarters (and a superb host) for the three-day regatta.



To capture the excitement of the first start, *Twilight Zone's* Kathy Swangler smuggled a camera to the rail ... it's OK, Gary!

## Out-of-towners

Ron Carr of **BrouHaHa** steered loaner boat **Mondial** to a seventh place finish. This was the '91 champion's first loaner boat experience.



Damian Emery and **Blitz's** Long Island crew got aboard newly-local **Hot Rod** (she used to be in North Carolina) for the Annapolis events.



David Berg and his Floridian **Hot Air** crew grabbed two second-place finishes aboard loaner boat **Dreamboat Annie**.



**Frolic** headed to Annapolis from upstate New York via trailer. Skip Vielhauer has trailered to the last two North Americans.



Scott Tonguis and **Zephyr's** competitive crew travelled from New Orleans to capture second overall.



The Florida **Cannonball** crew headed north and competed on loaner boat **Crackerjack**.

## To Our Sponsors ... Thank You!

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Samuel Adams

# The Winning Skipper Remembers the Series . . .

by Dr. Bill Wallop, Cannonball

This is really going to be big: 35-40 J/30s on one huge starting line! Could we really make a decent showing? Was top ten realistic? Top five too much to hope for?

Because of the crippled Severn River drawbridge, we were almost late for inspection. Then hurried to Fawcetts to buy another wooden plug, a polyethylene line and baby fender (still not sure what that's for).

Delicious buffet at Annapolis Yacht Club and we were ready. Or were we? Could I really know that out of ten guys, the prescribed seven names and bodies would show up the days they were supposed to per the mandatory, in advance, crew list? Often, I'm not sure exactly who will be on the boat the night before a race. But the schedule worked. We had a nucleus of four who went all three days, and a pool of four or five who made up the difference each day.

The core group included my sons Doug and Bill, who were raised racing an Alberg 30, with Bill also a dinghy racer on the College of Charleston National Championship team. Others — most Alberg 30 alumni — included Chip Carr (J/35 experience), Ralph Riddle (J/24 experience), son-in-law Jeff Karr (rookie of the year and new to sailing), Earl Chambers, Steve Siska (racing experience on a J/29), sailmaker Larry Leonard, and longtime crew member Steve Black (newly married and just back from California). We work well together and have a good time doing it.

An eighth in the first race wasn't exactly terrific, but at least we hadn't gone in the tank. A third in the second race — now you're talking! But the invincible *Houdini* was in there as usual with back-to-back firsts. And a boat from New Orleans named *Zephyr* was second. We figured we were in the top ten, though, and maybe

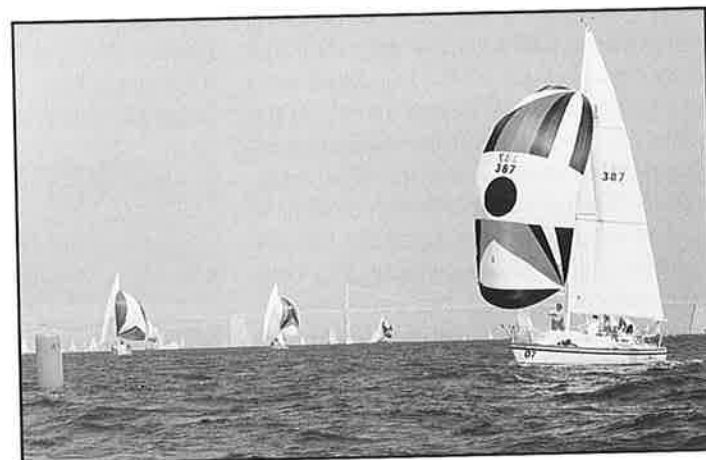
even fifth or sixth. The boat looked good and seemed fast, and nothing had malfunctioned. Maybe we could move up.

Hospice Day, the weather was threatening, but it looked like we might get only a few showers. About halfway through the race, it started pouring — a real cloudburst. And the wind shifted at least

90°, making a spinnaker reach to the second leeward mark fast and wet. The real fun was finding the finish line which had been moved well to the west, near the mouth of the Severn. But was it near the spider or over near Lake Ogleton? The rain had nearly stopped, but it was foggy and visibility was

awful. We were chasing *EZ* on port tack looking for the bare poles of the sailboat that had started us, afraid to tack away ... but several boats had gone further left and we needed to cover them, too. We saw the chase boat (which was, in fact, finishing us) too late and had to reach to the mark. We finished fourth, but it could have been worse. At that point, after three races, we were 5.5 points behind *Houdini*, tied with *BeBop* for second place with the New Orleans boat in fourth place.

*The last day was glorious — the weather, the bullets, the accolades...*



Not much other action when Cannonball rounded the bottom marks on Sunday — she was leading the pack.

The last day was glorious — the weather, the bullets, the accolades, the trophy, and the thrill of knowing, but not believing, that we had done it. We got two beautiful starts Sunday and kept going fast, rounded first and hung on.

Needless to say, I love my J/30 and I thank Jeff Hall for taking good care of her. She has really beautiful lines, and is so roomy and beautiful below. Our paint job is a little bold and a little too conspicuous on the starting line, but it's worth it. It's all the sailboat I'll ever want, and I hope *Cannonball* will be out there fighting it out for a long time. ❖



Tactically, Cannonball had Larry Leonard of America's fame.

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**JACKRABBIT** • Owner



The winning crew ... headed up by helmsmen Bill (center) and Bill Jr. (second from left).

**Winning ingredients**

- Crew had been sailing together for the past 10 years.
- The bottom was perfect.
- Tactically, we had Larry Leonard.
- Sails were brand new.
- The boat was tuned and ready to go.
- Our crew work was 100% improved.

hadn't had a good start, always attacking from behind. Larry made it very clear that if we could just get off the line clean, we'd be tough to catch. Was that a hint? At the same time, we couldn't be overly aggressive. I didn't want to blow the regatta with a PMS. We had a chance to win though, so we had to go for it. That day seems like one big blur! Some how we managed to bang both starts and pull off two bullets for the overall win. It was a great day and victory for **Cannonball**.

**A great crew**

In closing, I want to mention our crew. Without their dedication, none of this could have been possible. To Steve Siska (Meat 1) and Chip Carr (bow), both of whom have dedicated the past 10 years sailing on **Cannonball**; to Jeff Karr (Meat 2), from Colorado, who two years ago had never been sailing before and could barely swim; to Dr. Earl Chambers (the mad Dentist) a **Cannonball** old faithful patiently waiting to be tactician; to Steve Black, who moved back from California (just in time) and has been sailing with us on and off for 28 years; to Ralph Riddle (main trimmer), our rookie of

the year; to my brother Doug, who gets no respect; to Larry Leonard, without whom we may not have won; and last of all to my father Dr. Bill Wallop who has made all of

this possible, and who at age 67 still has the same burning desire to win that he had 30 years ago when he bought his first boat. I want to thank you all! ❖

**About the author:** Bill Wallop Jr. was **Cannonball's** primary helmsman during the North Americans, starting and steering upwind legs. The 30-year-old grew up sailing and was a member of the National Championship Team at the College of Charleston. In his father's words, he's aggressive, driven to win ... and a "bottom man."



Two bullets on Sunday won the regatta for Cannonball. She had great starts and maintained a definitive lead in both races.

# 30 Dedicated Years

**Dr. Bill Wallop Raced an Alberg 30 for 27 Years ... Now a Winning J/30**

by Bill Wallop Jr., Cannonball

**M**y father bought his first boat, an Alberg 30 in 1963, the year I was born. Then the boats were popular and the local fleet was competitive. With very little knowledge of sailing, his quest began. It took us 27 years to finally win high point in the All-dog—a goal Dad probably set in his first year racing. But to me, winning high point meant the chance to convince Dad to buy a new boat. Something we discussed, but I knew wasn't possible until that goal was fulfilled.

Two years ago we bought our J/30. The boat was perfect for our needs. It handled like a dinghy, and was as spacious and comfortable as a 35-footer. What attracted us the most though, was that our local fleet was averaging 18-20 boats on the starting line. The competition was there and that's what we were looking for. Having grown up racing—or should I say chasing—Alberg 30s around the Chesapeake, it was quite a change. We quickly found out that we had a lot to learn about our new boat.

When we heard the J/30 Nationals would be held in Annapolis in September of 1993, we set our sights on them. We had one year to get ready. That seems like a long time, but with very little time in our boat, it didn't seem like nearly enough. Our goals were simple. First of all, we had to get out and race as often as possible. Second, we wanted to get consistent crew together. Lastly, we had to get our boat up to speed with the competition. No problem. It seemed our backs were against the wall. We dedicated the season of 1993 to tuning up for the Nationals. Each race was an opportunity to learn more about our boat; an opportunity to improve boat handling and work on crew work. The big question was: Could we get it together by September?

## Simple strategy

The beginning of September meant race week. It was an opportunity to see if our efforts were paying off. We had a strong showing, finishing fifth. The crew work was 100% improved, and I felt we were peaking at the right time.

*What attracted us the most was that the local J/30 fleet was averaging 18-20 boats on the starting line*

Going into Nationals we felt pretty good about our chances. The bottom was perfect. I spent at least 20 hours the week prior prepping and wet sanding the bottom. To

me, a smooth bottom can make all the difference in the world. The sails were brand new. Tactically, we had Larry Leonard—a priceless asset and one of the best in his field. We had crew consisting of family and friends who had been sailing together for the past 10 years. The boat was tuned and ready to go. The question now was: Could we sail a clean, consistent regatta?

Our strategy was simple: get off the line, keep our air clear and our options open, and sail as fast as we could. A lot easier said than done. We took a beating in the first race. A bad start forced us to tack for clear air, and away from what we thought was the favored side. As we searched for clear air on the right, the wind went left. Suddenly we were in the cheap seats spectating! When there's only a few boats behind you in a 34-boat fleet, it's not looking good. But we fought back to a respectable eighth place finish. The best thing about that race (which turned out to be our worst race) was the confidence boost from being able to fight back in such a competitive fleet. It was evident we had very good boat speed.

We finished that day with an eighth and a third, but Charlie Scott seemed out of reach with two bullets. The next day was frustrating. The wind was very inconsistent, it rained and then a fog covered the course making it impossible to see the finish line. We chased *EZ* toward the finish and, as the fog lifted, it became obvious we had gone too far and sailed right past the line. We salvaged a fourth. The race committee tried to get another race off, but after numerous general recalls they called it a day. We were in the top three going into the last day. Our confidence was booming. Our boat speed was fantastic. Our only weakness up to that point was getting off the line. We really



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*BREAK AWAY* • Owner

*President Terry Rapp  
and his wife Carla  
agreed to head up the  
J/30 National Class  
for another two years  
... where's "the Bear"?*



## From the President

**T**his was another good year for the National J/30 Class Association. Our membership continues to be strong. The Chesapeake Bay Fleet continues to be our strongest fleet with over 45 boats. The Gulf Coast's New Orleans Fleet continues its fine work in hosting the Mid-Winter championship. The Western Great Lakes Fleet continues to be strong and will host the 1994 J/30 North American Championship. I am happy to report on renewed activity on the West coast.

The Chesapeake Bay Fleet hosted the 1993 J/30 North American Championship this past September. By all accounts, it was an extremely well run Regatta. We had a record turnout of 34 boats, and six of our nine active districts were represented.

I would like to thank our sponsors, Jim Coleman Infinity, Mount Gay Rum and Samuel Adams Beer for their support of the North Americans. I would also like to thank the Annapolis Yacht Club for their hospitality and race management of the regatta. District Governor Bill Rutsch and his team are to be commended for doing such a great job!

### Looking forward to Chicago

The Western Great Lakes Fleet will host the 15th J/30 North American Championship. It is fitting that the first NA's were held on Lake Michigan in Holland, MI, and now our milestone 15th Championship will be held in Chicago on Lake Michigan. District Governor Dennis Bartley promises plenty of breeze, no salt water spray and great parties. I have spoken with several

people who are planning to trailer their boats to Chicago for the NA's, so it is possible that we could have around 20 boats for the regatta. The dates are Sept. 8-11, 1994, at Burnham Park Yacht Club. We hope to see many of you there ... either in loaner boats or your own boats.

### A strong association

The benefits of being a member of the National Association are as numerous as the reasons for having a National Association. Across the country, we have over 200 members who sail J/30s. The National Association sets up lines of communication between members so we can share ideas on maintenance, racing and cruising. It must be working — the Chesapeake Bay PHRF committee thinks our boats are going faster.

---

***... our milestone 15th  
Championship will be held in  
Chicago on Lake Michigan.***

---

The National Association administers our one-design rules and keeps us all racing with the same boats — no matter where you are in this country. This helps maintain the value of our boats because they can be raced in any area without worrying about costly modifications. In fact there is a new interest in trailering J/30s to regattas.

We have made many important changes to the J/30 one-design rules. If you were not a member of the National Association, you would probably not know about them. Ad-

ministering and enforcing compliance with the one-design rules is important to the continuing growth of the Class. If we get into a situation where someone customizes a boat and another perceives it to be an advantage they have to copy, we have an "arms race" where "he who spends the most money wins". In reality, we all lose! Any change you want to make to your boat, especially deck layouts or rigging, should be cleared with your District Governor and/or the Class officers.

### Many thanks!

I would like to thank the many people who have given of their time to make this association a success. The Board of Governors deserve much credit for their work, and I thank them. Everyone who contributed to the Journal deserves praise, for without them, you would not be reading this message. Specifically, I would like to thank Steve Bardelman, Jim Cullen, Bill and Teri Munz, my wife Carla, Mike McGuirk and our editor Nancy Ann Sayre. Furthermore, I would like to acknowledge Mike McGuirk's help with the rule changes and clarifications. You should know that this organization owes much to Teri Munz for all her work. Last and certainly not least, I say "Thank you" to my wife Carla for her help in keeping me focussed.

**Good luck and good sailing . . .**

*Terry Rapp*  
Terry Rapp, Class President



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## Cover Photo

Our cover features Jack Biddle's  
*Irish Wake* during a fast ride down the  
Chesapeake Bay for the 1993 Governor's Cup.  
Photo taken by Chris Witzgall Photography.

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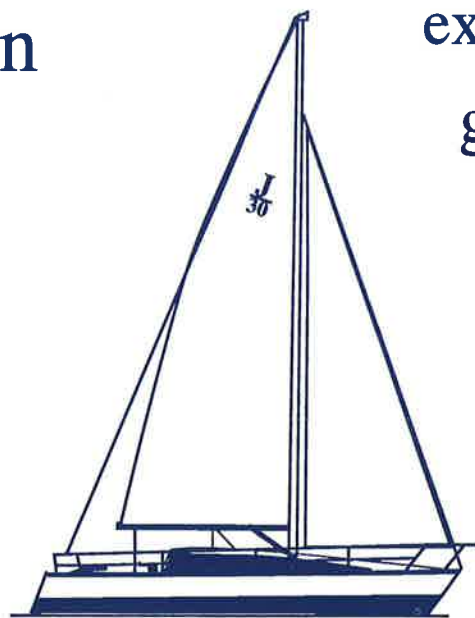
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"...GIVE ME A FAST SHIP  
FOR I INTEND TO GO IN  
HARM'S WAY."

JOHN PAUL JONES

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go beyond  
where we  
thought we  
could...



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## One Step Beyond

Sobstad Sailmakers salutes 1993 North American Champion Bill Wallop and the crew of *Cannonball*, third place finisher Rudi Rodriguez's *EZ*, and the other boats using Sobstad sails (*Jaguar*, *Mondial/BrouHaHa*, *Blue Moon*, *Avita*, and *Better Mousetrap*), for their outstanding performances. Coming from out of the pack, they upset the established pecking order, in what was certainly the most competitive J-30 regatta ever. The question is, what was the secret to success?

We are not naive enough to think that Sobstad sails were totally responsible, but there is no doubt that the designs were new and quite different. They provided a clear speed advantage, in a fleet long the exclusive domain of a limited number of sailmakers, where sail designs had stabilized.

It started with a fresh sheet of paper, a clear mind, and the commitment of what is widely recognized as one of the most talented group of sailmakers in the world to produce better J-30 sails. Using the same rigorous, uncompromising approach, and the tools that have produced the winning sails in the America's Cup, the Fifty Foot Class, and now the Whitbread Round the World Race, they took a close look at the current state of the art sails, and decided what could be improved upon. Hours of on the water testing, and many design iterations later, we held our breath to see if the efforts would pay off. The first indication that we were on the right track came at CBYRA Race Week, when *Avita* startled everybody by winning convincingly with new designs, in a big fleet which included most of the top boats. The final results were more than we could have hoped for. There were seven boats using Sobstad sails in the North Americans. They all finished in the top fifteen; six in the top eleven. *Cannonball* just got faster and faster, winning the final two races to ice the overall championship by a convincing margin.

Not bad for our first concerted effort, but this is just a start. It was also apparent by regatta's end that there is still plenty of room for improvement, and we are busy refining the next designs right now. So if your speed is getting a little stale, and you are looking to get on the next wave, call us. You will get sails which are acknowledged within the industry to be works of art. Sails created with a fanatical attention to detail, and an obsession with quality. Sails produced by the same company which has proven itself time and again in the most competitive one design arenas in the world. Finally, to make it all work, you will get the support of one of the most knowledgeable group of J-30 sailors and sailmakers anywhere.



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