

J/30[®] JOURNAL

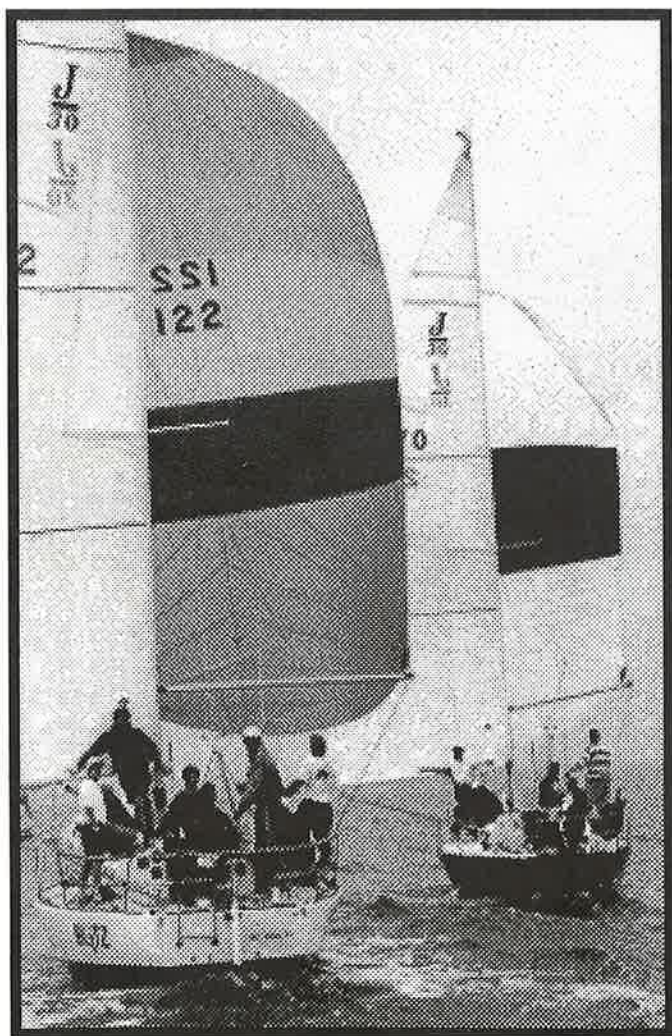
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Class Association News

Winter, 1995-96

Bob Rutsch, Editor, P.O. Box 7579, Silver Spring, MD 20907-7579 (301) 565-2300, Fax: (301) 589-0130

Air Apparent Captures North Americans *Connecticut Crew Takes Title in Blustery Conditions*



Air Apparent leads Blitz in the J/30 North American's

Inside: Complete Results
NA Notes

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September 8-10, 1995, Bridgeport, CT—*Air Apparent*, co-skipped by Tom Harrington and Scott Paige of Greenwich, Connecticut topped a fleet of seventeen in the J/30 North American Championships. With a strong early showing in the event, *Air Apparent* tallied 1-2-1-2 first four of the six race, one throwout regatta to cruise to victory. "We were really hooked up and didn't miss any shifts," declared Harrington. "Our starts were good, so we were sailing in clear air."

Windward-leeward courses were set in Long Island Sound off Bridgeport Harbor. A twenty knot northeasterly breeze on Friday moderated to fifteen knots by Saturday, then built to 30 knots from the north for the finale Sunday. The regatta was co-hosted by the Fayerweather and Black Rock Yacht Clubs and sponsored by Sobstad, New England Brewing, Captains Cove Seaport, Land's End, Shore Sails and Layline.

Dorsey and Gail Owings of Millington, Maryland put the three boats they needed between their *Sea Biscuit* and Dennis Bartley's *Planxty* team from Oak Park, Illinois in the final race to take second by 3/4 point. Fourth went to five time North American Champion *Bebop* owned by Bill Rutsch and John Aras of Chevy Chase and

Annapolis, Maryland. *Turbo Duck*, steered by the father and son team of Bodo and Nick Von Der Wense of Gulph Mills, Pennsylvania, finished fifth. *Turbo* won two races, but sailed an erratic series. Premature starts erased a second in the first race and put them well back in the competitive fleet after restarting in the third race. Regatta chairman John McArthur observed wryly, "They were going eighty miles an hour, but kept shooting themselves in the foot."

Loaner boats are a essential tradition for a class with crews traveling from Miami, Annapolis, New Orleans and the Great Lakes. Each fleet held a qualifying regatta with top finishers eligible for a loaner. Bartley's team used *Scarlet Fever*, a boat borrowed from a member of the local Long Island Sound fleet. *Bebop's* crew had the services of a *Stark Terror*—and owner Bill Jorch, of North Port, New York, who sailed on Ted Turner's America's Cup winner *Courageous*. "It is a testament to the strict one-design rules of the J/30 class, that crews can arrive from out of town, jump on an unknown boat and by the next day be competitive," commented class president Terry Rapp.

Dorsey and Gail Owings trailed *Sea Biscuit* to the event from Maryland's Eastern Shore and three boats sailed north from Chesapeake Bay, spending at least a day in the Atlantic swells brought

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Air Crowned Champion

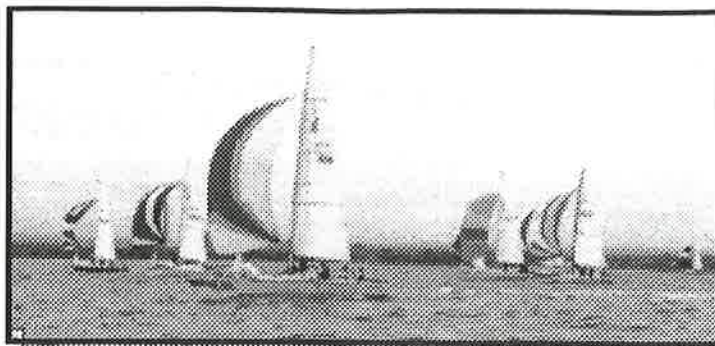
on by hurricanes hovering off the New Jersey coast. That's not generally prudent in a thirty footer, but J/30 sailors are an intrepid bunch, and the popular racer/cruiser was built for just such conditions.

Racing began early Friday morning under threatening skies and a strong northeasterly breeze with choppy seas. Working jibs or #2's were set at the start, with some crews changing to the larger 163% genoa by the second and third race. *Air Apparent* immediately showed her transom to her competitors, winning the first race. More impressive was *Air's* ability to fight through the fleet in the second race, passing boats on the final short beat to finish second behind *Turbo Duck*.

In the third race eleven boats were overlapped as they approached the leeward mark with spinnakers flying. "We were the sixth boat out on a big wheel," recounted Harrington, "so we doused early and went head to wind to slow down, waiting for it to clear out. We gained boats or boat lengths with crew work at every mark." *Air Apparent* went on to win that race as well.

At the end of the day the *Planxty* team had a solid 3-3-2 while *Sea Biscuit* went 2-4-3. A protest against *Bebop* and *Turbo Duck's* problems on the starting line knocked those two out of contention for the top spots, making it essentially a three boat contest with the regatta half over.

Bridgeport's own *Smiles*, with John McArthur at the helm, led at every mark in the fourth race Saturday. His win was so popular that *Sea Biscuit's* crew teased that they were going to protest the Race Committee for cheering as the gun sounded. *Air*



Downwind left to right: *Planxty*, *Bebe*, *Turbo Duck*, *Blitz*, *Better Mousetrap*

Apparent recovered from fifth at the first leeward mark to nip *Better Mousetrap* for second at the finish line.

The breeze dropped below ten knots briefly at the start of race five, but returned before the finish. David Walker's *Wavewalker* had the lead at the first windward mark, but Bartley's *Planxty* team was first to jibe, taking the lead on the inside. They carried on to win with *Sea Biscuit* moving up to second ahead of *Wavewalker* and *Bebop*. Defending champion J/30 NA Champion Carl Sherter on *Fat City*, had his best showing of the regatta finishing fifth. *Air Apparent* had fallen into a hole on the first beat and rounded the first mark deep in sixteenth place. "We jibed on every shift and under every puff we could see or feel," reported Harrington. They worked back to eighth place by the finish. "Our team seems to work best coming from behind," acknowledged Paige. "We did a good job reading the horizon and calling the wind shifts." He credited tactician Phil Lotz and crew of John Verelley, David Spey, Dan Paige and Peter Benedetto.

During the steak and swordfish dinner held at Black Rock Yacht Club that evening, Will Keyworth, who sailed on

Sea Biscuit, hoped for a change in the weather, "I'd like to see it blow hard or maybe get something light and fluky." He got his first wish Sunday morning. On the way to the starting line the sky finally cleared as a brisk northwesterly filled with gusts to thirty knots. A couple boats made the mistake of hoisting their large genoa's. One, *Better Mousetrap* did an "auto tack" right off the starting line, rounding up and spinning onto port—just missing the boats starting to weather.

Aboard *Turbo Duck*, Bodo Von Der Wense had turned the helm over to his son Nick who promptly caught a favorable left hand shift and rounded the first windward mark in the lead ahead of *Air Apparent*, *Sea Biscuit*, *Planxty*, *Bebop*, and *Wavewalker*. J/30's were surfing down the waves at ten knots and at least a couple broached in the puffs.

"On the second weather leg, *Sea Biscuit* and *Planxty* split tacks, we stayed with *Sea Biscuit* "reported Harrington. "We were trying to stay between two mice and the cheese." At the second windward mark, the six were still tightly bunched, with *Turbo* leading *Air Apparent*, *Sea Biscuit*, *Bebop*, and *Wavewalker* with *Planxty* losing two places.

Downwind, *Sea Biscuit* gained inside position on *Air Apparent* who suffered as *Wavewalker* and *Bebop* got on their air.

Turbo stretched out to get the gun, while the others battled up the beat. *Sea Biscuit* forced *Air Apparent* to the layline before tacking for the finish line. When *Air Apparent* tacked, their traveler stuck, resulting in a classic knock-down-roundup. "We lost two boats right there," admitted Paige. *Sea Biscuit* took second with *Bebop* third, and *Air Apparent* recovering quickly to nose out *Planxty* for fourth.

Winner Harrington, who is a former president of the J/30 class and runner up in 1985 North Americans held in Annapolis, Maryland, replaced his previous J/30, *Obstreperous* with a J/35 of the same name in 1987. That's where he has been focusing his attention until recently. When the J/30 North Americans came to Cedar Point Yacht Club in Westport, Connecticut, in 1992, he persuaded Paige, who was new to the class, to take him on as a partner. With a faired bottom and a new set of sails they finished a respectable fourth.

One week after winning the 1995 J/30 Championship, much of the same crew joined Harrington on *Obstreperous* to win the J/35 Nationals, September 15, 16, & 17 at the American Yacht Club in Rye, New York. While savoring two championships in consecutive weekends, Harrington contemplated returning full time to the J/30. "My wife won't cruise on the J/35, it's too much for us to handle with our two year twins," he maintains. "The J/30 is the perfect boat for us as a family,"

From Outgoing Class President Terry Rapp...

The J/30 Class is doing well. Our membership is up over last year and interest in the class remains high. The J/30 is a truly a great value. You could spend several times the cost of a good used J/30 to purchase a stripped out thirty foot "one-design". The new thirty foot "one-design" crop may one day achieve what we already have—a strong class association. The Chesapeake remains our largest district with forty-five boats. Both Gulf Coast and Southern New England districts have shown impressive growth.

The Long Island Sound District hosted our North American Championships. As you will see in this issue District Governor and Regatta Chairman John McArthur did a superb job running this event. It was a pleasure seeing former J/30 sailors as Race Committee. The regatta shows the competitive nature of the class with three districts and two loaner boats in the top five finishers. Congratulations to Tom Harrington and Scott Paige of *Air Apparent*, on a great regatta.

A Board of Governors meeting was held prior to the start of NA's at Fayerweather Yacht Club. Several items were discussed and approved. The power ratio limits on the boom vang were increased

from 6:1 to 8:1 and "solid vang's" were approved for use, with the Hall Quick Vang recommended. The requirement for attachment of a boom topping lift was deleted. LeFeill Marine Products of Sante Fe Springs, CA was approved as a spar manufacturer giving west coast boats an alternative to the high cost of shipping a spar across the country.

The 1996 North American's will be hosted by the Chesapeake District in Annapolis, MD, September 12-15. The previous visit to the Bay attracted thirty four boats—so begin your planning now. Thinking further ahead, the 1997 NA's are planned for Newport, RI to be hosted by the Southern New England District.

The format of the *J/30 Journal* has been changed from the previous forty plus page yearbook to the newsletter you are holding. Despite the success of the glossy, its cost was considerable and the newsletter will allow more frequent publication.

My second term as class president expired at the end of 1995, and we elected Bob Rutsch during our meeting in Bridgport as the new class president for a two year term. Bob was also recently elected Governor of the Chesapeake District, after

serving as their fleet Secretary. More importantly he has edited a Newsletter of for the past five years. He and his wife Marion live in Silver Spring, MD and sail with his dad Bill and John Aras on five time NA champ *Bebop* out of Annapolis. I have agreed to stay on in the capacity of Class Measurer and look forward to working with Bob in helping to keep our class going forward.

I have enjoyed serving you as President for the past four years. I could not have done the job without the help of each of the District Governors and several key people. Teri Munz has been our class Secretary on and off for seven years. Teri has been an invaluable asset to the class, she really deserves all of our thanks for a great job. Nancy Ann McGuirk has done a marvelous job as our Journal editor during my term as president. Mike McGuirk is the J/30's answer to "Dave Perry", having brought needed revisions to our class rules over the past several years. My wife Carla has helped me in countless ways behind the scenes to keep our class running strong. To all of you, Thank You!

Terry Rapp

... and Incoming Class President Bob Rutsch

I accepted this job with the understanding that Terry Rapp would remain in the capacity of measurer. He has, in essence, weathered the entire history of our class. In 1979, Terry and his father, Ted, acquired hull #2. *Wooly Bear* was trucked to Key West for the 1980 Mid-Winters, returned north for Block Island Race Week, then qualified for a loaner boat in the first North Americans in 1980 in Holland, MI. Since then *Wooly Bear* has cut a wake from her home port in Riverside, New Jersey, up and down the Atlantic Seaboard. Though he can't claim them all, Terry has sailed in more J/30 NA's than any other class member. After crewing for his dad for years, he now sails with wife Carla, a crew of family and friends and a stuffed bear strapped in the cockpit. Terry is one of those special people who bring out the best in one-design racing.

Another is Teri Munz, who with her husband Bill joined the fleet with *Vivacious* over ten years ago. That name perfectly describes Teri, who has competently and quietly taken care of business as our class secretary during the terms of our past three class presidents, Ron Peterson, Bill Raney, and Terry Rapp. They and we all owe Teri a debt of thanks.

Mike and Nancy Ann McGuirk have agreed to continue to assist with rules and the *Journal* respectively. I will depend on them and on all of you over the next two years. One class member who has already stepped up to the plate and knocked a homer is Joe Ruzzi, creator of our J/30 Web Site. The explosive growth of the Internet may be excessively hyped in the media, but once you see the brilliant color photos and text of the J/30 on the World Wide Web, you'll understand why. It

allows our class to distribute and maintain information electronically at a fraction of the cost of printing and "snail mail". The technology is so good, I'm worried it may raise expectations too much. Remember all of us contribute our time voluntarily. Class dues only cover expenses, so do your part by joining the class, then make that extra effort by submitting articles, photos, race results and anything else that might interest other class members. You can do so by mail to my P.O. Box or better yet by E-Mail. Don't be self conscious about your writing style—that's what editors are for. I must sheepishly confess that though I have seen the our Web site and consider myself technically adept I'm not yet "surfing the net". But I intend to check it out soon and you should too.

Bob Rutsch

Easy Upgrades:

Power Up Your Outhaul Purchase

by Bob Rutsch

One of the most satisfying do-it-yourself projects I undertook last season was upgrading our outhaul. The original factory rig on *Bebop* worked up to a point. Once cleated, it stayed put and it released easily. But trimming called for muscle. In a blow it meant luffing the main, setting the outhaul before the start and leaving it. This could be a good winter project to do at home, assuming you can transport thirteen feet of boom on your car roof and fit it into a warm workspace.

If you've never taken your boom apart, it is worth the effort. It may even solve your problems, especially if the outhaul won't run freely on release. First unfasten the bolt that connect the boom to the gooseneck, then disconnect the mainsheet, vang and topping lift. Removing the boom end fittings can be challenging, so if the outboard end has a large opening leave it on.

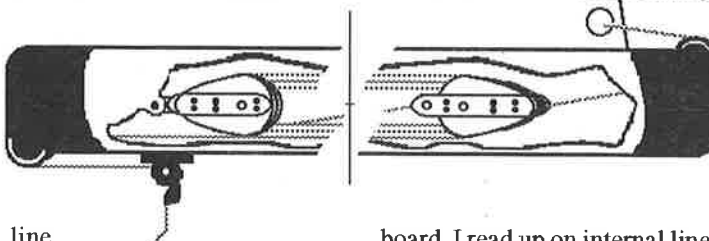
Soak the screws liberally with WD-40, then try to extract them and the end fitting without tearing up the aluminum boom. I twisted the heads off the screws, had to drill them out, retap the holes and install a size larger screw.

Once you have the end fitting off, try to loosen up the lever jam cleats used for the reefing lines. A little lubrication and adjustment to the bolts that hold them in place should do the trick. The anodizing had peeled off the boom end fitting, so I disassembled, cleaned and sprayed painted it with black outboard motor paint—which proves I'm a hacker.

Inside the boom are two reef lines on either side of the

outhaul tackle. If they are tangled it may be preventing your outhaul from running freely. Check by aiming the boom toward a bright source of light then sighting down the tube. Keep the lines taut to help untangle them.

The inboard block of the outhaul is attached to a bolt running horizontally through the boom near the horn cleat. Remove the bolt and tie a light retriever line to the shackle. The outboard block floats free and is attached with a shackle to wire which passes over a turning block and clips to the clew of the mainsail. Pull everything out the end of the boom and tie off the retriever



line.

The standard purchase system is made up of two stainless Kenyon blocks, a single with a becket and a double. Together with seventeen feet of 5/16" braided nylon, they make up a 4:1 internal purchase. You might be able to loosen these blocks enough to make them work, but then it wouldn't be sailboat racing if you didn't buy some new hardware! Top priority are ball bearing blocks to reduce friction and more power through increased purchase.

I used Harken Bullet blocks, triples 086 and 087 with a becket which together cost \$47.75 at discount. They are rated to 600 lbs., use line up to 5/16", just fit inside the boom, and together create a 7:1 purchase. An alternative to

using triple blocks is an 8:1 purchase made with a cascading 2:1 wire and 4:1 rope purchase.

I learned a little about rope from this project. With thirty-five feet of line in the purchase, I first tried an ultra-low stretch high-tech line, 6 mm (9/32") Sta Set T-900. It has a core of Technora/Spectra—the name alone probably accounts for the price, nearly a buck a foot. The system trimmed great with no stretch, but was too stiff to release unless the wind was up. Next I tried an old 3/16" light spin sheet which ran freely and released fine, but there was noticeable stretch and the thin line was tough on the hands.

Going back to the drawing

board, I read up on internal line friction, which is especially important for the combination used here: small diameter sheaves and aramid line. I finally settled on 1/4" Sta Set in solid blue, to distinguish from the reef lines. At one third the price of the high tech stuff, it has reasonable stretch, runs freely, and is comfortable to grab. Also the double braid splices easily to the becket on the triple block. Pay attention to reeving your tackle so that lines aren't crossed, which can cause friction.

I wanted to add a cam cleat, since the old fashioned horn cleat isn't optimal for quick adjustment. Then I saw the Ronstan RF5, 'Swivel 180'. It has a curved base that conforms to the shape of the boom, a

swivel and a ball bearing sheave that turns the line 90°, and a small Ronstan cam cleat and fairlead. All this allows you to adjust the outhaul even from the rail.

After marking a location about halfway from the gooseneck to the existing horn cleat, I did a "belt and suspenders" attachment—tapping threads in the boom and fitting fender washers and lock nuts on stainless machine screws.

Tension those reef lines before feeding the new outhaul into the boom to prevent tangles. Be careful not to foul the lines on the horizontal bolt that attaches the mainsheet bail and the inboard end of the outhaul. Unfortunately I can't recall if I led the wire over or under that bolt—and I'm not going to take the boom apart again to find out.

Once all the parts are in place reattach the boom end fittings with machine screws, adding a dab of Loctite which prevents the screws from backing out and may make it easier to remove them if you ever have to do this again. After sailing with the system for a while, trim off the excess line and splice a loop just beyond the max eased position.

Parts List:
Harken bullet blocks:
 triple 086
 triple 087 with becket
Ronstan cleats:
 RF5 'Swivel 180'
 RF5000 Small C-Cleat
 RF5005 fairlead
 stainless nuts, machine
 screws & fender washers
 35' 1/4" NE Ropes Sta Set

Consider the Solid Vang for Safety

by Bob Rutsch

Now that the solid vang has been approved for our class it may be at the top of your priority of upgrades for the coming season. Although the Hall Quik Vang set the standard and is probably the best known, there are many others on the market that are worth considering.

Take a minute to consider what this equipment does before you plunk down your credit card. The first thing to remember is that, as a vang, it is not much different from the Harken block and tackle system you already using. The only change is that the power ratio has been increased from 6:1 to 8:1. The primary benefit of a solid vang is boom support which translates to safety.

By providing support for the boom, that meddlesome boom topping lift can be eliminated. Unfortunately, this troublesome wire, which runs from the mast head crane to the outboard end of the boom, was disconnected by most sailors after raising the mainsail. If left in place, it slapped the sail, chafed the leach, and occasionally got hung up on the backstay. It was only reattached before the main was doused. That was fine, unless you needed to reef. Then you

had to either reattach the topping lift or drop the boom on the deck, neither an attractive option with increasing wind and waves. Worse was what happened if the main halyard slipped, was released by accident, or parted. The boom crashed to the deck—damaging fiberglass if not flesh and bone.

So look first for a solid vang that provides good support. Some provide none, which seems to defeat the purpose. The systems range from springs, to hydraulics, to mechanical pins, and bent rods. Each has their proponents, some their detractors, including complaints about squeaking of springs and limited range of adjustment. Treat marketing claims with a healthy skepticism and bear in quality does not come cheap, especially in sailing hardware.

While price shopping bear in mind that most solid vangs require special fittings for the mast and boom which may cost as much as the vang itself. Some come with tackle, others have the option of using your existing tackle. Typically the tackle is a cascading 2:1 wire with 4:1 rope so doubling the 6:1 you currently have will require re-

reeving to 4:1.

Installation is also a serious consideration both in cost and in realistically appraising your own mechanical capabilities. The amount of tension exerted on the vang and its fittings when the hits the water in a broach is incredible. You want to be sure the installation is done in a professional manner if not done by a pro.

In use, once the solid vang is properly adjusted, it is pretty much like the vang you have now. There may be some capability to adjust the return force to support the boom and open the leach in light air. The additional purchase may make it slightly easier to snug the vang for vang sheeting, but otherwise you'll probably use it as you always have.

With that extra purchase you might want to pop off the vang an inch or two before rounding onto a breezy reach, just in case. Everyone blames the vang for breaking the boom, but it's really the pressure on the main or the boom dragging in the water that does it. In those white knuckle conditions station a crew member on the vang ready to blow it if easing the main and spinnaker won't allow you to recover from a

knockdown or broach.

It is also a good practice to snap the main halyard shackle to the outboard end of the boom after returning to port to reduce any unnecessary strain or wear on your new solid vang. This also supplies a handy place to store the main halyard.

Practical Sailor did an evaluation of seven vangs in December, 1992, concluding, "A rigid boom vang with the proper fittings and tackle is an expensive item." They picked the \$961 list price Hall Quik Vang as best, but also liked the \$735 Selden Rodkicker and called the Forespar Yacht Rod at \$688 (without tackle) a "best buy". They couldn't find fault with any of the other vangs that remain on the market. In a follow up article, October 15, 1993, *Practical Sailor* reviewed two items. The Seoladair Boomkicker, at \$125-355 was judged to be a workable boom support, but not a full fledged solid vang, while they revised their "best buy" award to the \$562 Performance Vang. *Practical Sailor* has a same day fax back service available through (203) 661-4802 and back issues can be ordered by calling (203) 661-6111.

Winters, returned north for Block Island Race Week, then qualified for a loaner boat in the first North Americans in 1980 in Holland, MI. Since then *Woolly Bear* has cut a wake from her home port in Riverside, New Jersey, up and down the Atlantic Seaboard. Though he can't claim them all, Terry has sailed in more J/30 NA's than any other class member. After crewing for his dad for years, he now sails with wife Carla, a crew of family and friends and a stuffed bear strapped in the cockpit. Terry is one of those special people who bring out the best in one-design racing.

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these class only cover expenses, so do your part by joining the class, then make that extra effort by submitting articles, photos, race results and anything else that might interest other class members. You can do so by mail to my P.O. Box or better yet by E-Mail. Don't be self conscious about your writing style—that's what editors are for. I must sheepishly confess that though I have seen the our Web site and consider myself technically adept I'm not yet "surfing the net". But I intend to check it out soon and you should too.

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Air Apparent's Approach

By Tom Harrington

Our final preparation for the regatta started after the qualifiers and about three weeks before the event. We had the boat pulled, sanded the bottom and made sure all gear, rigging and equipment was in good working order. This ritual ensures the readiness of the boat and confidence of the crew.

Under the influence of a strong weather system, Friday's sailing started in a 13-18 knot Nor'easter. We got out to the race course early and went upwind with the #1 with the leads back. We were slightly overpowered with the main working only 80% of the time. We then tried the #3 but were underpowered in the chop rolling down Long Island Sound. We marked the leads for both the genoa and jib. Then we took up an inch plus on the headstay from class maximum which had been set for measurement on Thursday. We decided to go with the #2 which turned out to be the correct sail; our boat speed was excellent. We had a good start, stayed in phase and had a good first race to open the series.

The fleet carried some #3's and #2's, either sail becoming optimal or not with a velocity change of as little as four knots.

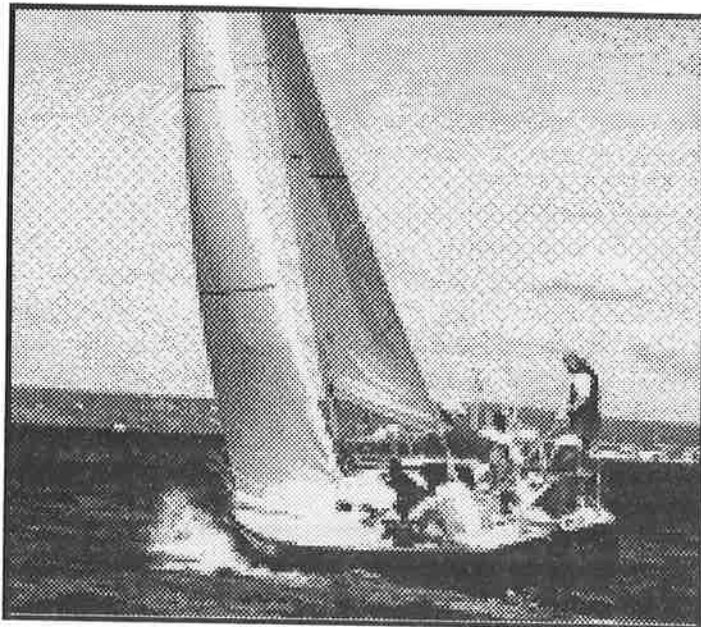
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Inside the boom are two reef lines on either side of the

The velocity was lower about 8-12 knots for the first race. We got a good start in clear air, played the shifts and...pinched ourselves! After four races we were 1-2-1-2!

For the second race the conditions deteriorated with the

of a northwesterly is 15-20 knots so we felt sure the race committee would get in a sixth race. We would have to sail conservatively, cover Sea Biscuit from Annapolis and Planxty from Chicago and not have a breakdown or mental error.



Air Apparent maneuvering on the final day of racing

wind dropping to 5-8 at the start to what seemed like nothing where we were about a half mile up the first weather leg. After getting a great start, we sat in a hole, watching the boats on the left and right get new breeze which started to freshen eventually to about 10, but then it wouldn't be sailboat racing if you didn't buy some new hardware! Top priority are ball bearing blocks to reduce friction and more power through increased purchase.

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The race started in a 15-18 knot nor'wester, so we went with our #2 which had worked so well on Friday. By the time we reached the weather mark, the wind had built we were overpowered. Turbo Duck went left, catching a backing breeze and increased her lead. Also the double braid splices easily to the becket on the triple block. Pay attention to reeving your tackle so that lines aren't crossed, which can cause friction.

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North American Notes

Why was the 1995 NA's a great regatta? There was plenty of breeze, but with enough variation to test the entire sail inventory, without a drifter or gearbuster. Oscillations kept racers guessing with resulting gains and losses on each leg. The action at the starts was tight, but fair. Few boats rounded the leeward mark without being overlapped. The race committee including J/30 sailors Ken Johnson (x-Ornen), Earl DeWitt, and commodore Ed Rickert among others. They set square lines and courses that were on the money in distance and direction. Long-time friend of the class Henry Little, from Sobstad Newport, handled the mark boat and sail measurement.

The offset at the windward mark reduced the potential for collisions and protests on the otherwise windward leewards. The 720 alternate penalty cut down on protests, but when they did occur, as on Friday "Mr. Rules," Dave Perry was there to preside.

Fayerweather and Black Rock's facilities were efficient and convenient to the race course--the hoist was especially valuable for loaners and the one boat that arrived on a trailer. Event organizer, John

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 triple 086
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 35' 1/4" NE Ropes Sta Set

1995 J/30 North American Championship, Bridgeport CT

| Yacht | Skipper | Hometown | Region | 1 | 2 | 3 | 4 | 5 | 6 | Score |
|----------------------------------|------------------------------|------------------|----------------|-------|------|-------|------|------|------|--------|
| 1 <i>Air Apparent</i> | Tom Harrington & Scott Paige | Greenwich, CT | LI Sound | 1 | 2 | 1 | 2 | (8) | 4 | 9 1/2 |
| 2 <i>Sea Biscuit</i> | R. Dorsey & Gail Owings | Millington, MD | Chesapeake | 2 | 4 | 3 | (5) | 2 | 2 | 13 |
| 3 <i>Planxty/Scarlet Fever</i> | Dennis Bartley | Oak Park, IL | W. Great Lakes | 3 | 3 | 2 | (11) | 1 | 5 | 13 3/4 |
| 4 <i>BeBop/Stark Terror</i> | Bill Rutsch & John Aras | Chevy Chase, MD | Chesapeake | 5 | 5 | (DSQ) | 6 | 4 | 3 | 23 |
| 5 <i>Turbo Duck</i> | Bodo Von Der Wense | Gulph Mills, PA | Chesapeake | (PMS) | 1 | 13 | 4 | 9 | 1 | 27 1/2 |
| 6 <i>Wavewalker</i> | David Walker | Glastonbury, CT | LI Sound | 6 | (13) | 6 | 8 | 3 | 6 | 29 |
| 7 <i>Blitz</i> | Damian Emery | Shoreham, NY | LI Sound | 4 | 6 | 10 | 7 | (11) | 8 | 35 |
| 8 <i>Better Mousetrap</i> | Bob Putnam & Mary Grealy | Greenbelt, MD | Chesapeake | 9 | 7 | 4 | 3 | 13 | (14) | 36 |
| 9 <i>Smiles</i> | John McArthur | Stratford, CT | LI Sound | 10 | (15) | 5 | 1 | 12 | 10 | 37 3/4 |
| 10 <i>Fat City</i> | Carl Sherter | Waterbury, CT | LI Sound | (12) | 10 | 8 | 10 | 5 | 9 | 42 |
| 11 <i>Salacious/Bandit</i> | Dan Darrow | Libertyville, IL | W. Great Lakes | 13 | (16) | 7 | 13 | 6 | 12 | 51 |
| 12 <i>Wooly Bear</i> | Terry Rapp | Palmyra, NJ | Chesapeake | 7 | 8 | 14 | (16) | 10 | 15 | 54 |
| 13 <i>Bebe</i> | Paul Romanos | Darien, CT | LI Sound | 11 | (14) | 9 | 14 | 7 | 13 | 54 |
| 14 <i>Vixen</i> | Jim Del Bonis | Uxbridge, MA | S. New England | 8 | 12 | 11 | 12 | (14) | 11 | 54 |
| 15 <i>Hot Air III/Windshadow</i> | David Berg | Miami, FL | Southeast | (DSQ) | 9 | 15 | 9 | 15 | 7 | 55 |
| 16 <i>Dow Jones II</i> | Seth Shepard | Norwalk, CT | LI Sound | 14 | 11 | 12 | 15 | (16) | 16 | 68 |
| 17 <i>Nordic Star</i> | Robert Van Name | Huntington, NY | LI Sound | 15 | (17) | 16 | 17 | 17 | 17 | 82 |

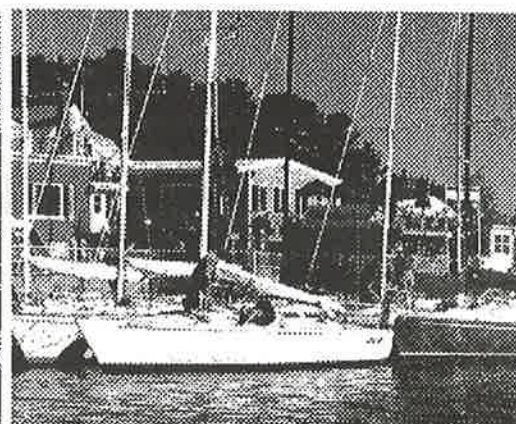
NA Notes

Continued

Black Rock?

Turbo Duck's crew took quite a ribbing for two premature starts at the NA's. But that's not the worst of it. When it was over, the delivery crew cast off for the return home to Annapolis. They motored about at the entrance to Black Rock Harbor while their flotilla mate, *Better Mousetrap*, returned to retrieve a crewman's glasses. Unfortunately the crew had not been aboard for the north bound delivery and hadn't paid much attention to the charts during the regatta. They found out the hard way how the harbor got its name—running hard aground on the rocks. Unable to sail or motor off they called for a tow and received a hefty bill for salvage.

The Fayerweather hosts found them a spot to leave the boat and event organizer John McArthur returned Monday morning to help pull and inspect the boat. Luckily the damage was not structural. A dent in the lead keel was fixed by the following week and *Turbo* was back in action.



Above: loaner boat *Bandit* sailed by Chicago's *Salacious* crew; right: the fleet at Fayerweather; below, runner up *Sea Biscuit*.

Classified Ads

Wanted to buy:

Sails: 155% Mylar, John Colpitts, #256, *Shadow*, 3154 Union St., Halifax, N.S. B3K 5H1 Canada (H)(902) 455-8366, (W) (902) 429-0690

Charter or Crew Slots:

US & British Virgin Islands: Seeking J/30 sailors to fill crew slots for: Heineken International, Puerto Rico 3/22-24; Rolex Regatta, St. Thomas 4/5-7; BVI Spring Regatta, Tortola 4/12-14; Champagne Mumm Cup St. Croix 5/24-26. Drivers, trimmers, foredeck, or chief cooler tactician. Contact Cynthia Ross #289, J.Doe, by Fax (809) 494-3899



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(H) (301) 871-5756 (W) (301) 565-2300

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Terry Rapp 309 Berkley Ave, Palmyra NJ 08065
(H) (609) 786-8958

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Joe Ruzzi <http://www.paw.com/sail/j30>
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District Governors

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Ron Carr 31 Maple St, Taunton MA 02780
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John McArthur 1355 Nichols Ave Stratford CT 06497
(H) (203) 378-2489 (W) (203) 269-3317

Chesapeake

Bob Rutsch P.O. Box 7579, Silver Spring MD 20907-7579
(H) (301) 871-5756 (W) (301) 565-2300

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(H) (206) 284-6497 (W) (206) 781-0699

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(H) (708) 848-2819 (W) (312) 329-3517

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First Class Mail

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John McArthur
Smiles
1355 Nichols Ave.
Stratford, CT 06497

