

## Three J/30s in 50th Annual Newport to Ensenada International Yacht Race

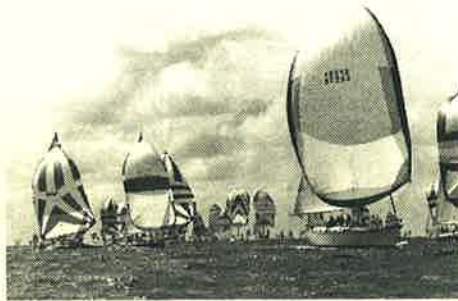
by Steve Cole, *Love & War*, #218

This year the 50th running of the "largest international yacht race in the world" got off to a silly start at around noon on Friday, April 25, 1997. The race is 125 miles, theoretically downwind from Newport Beach, California down the peninsula of Baja California to the resort town of Ensenada, Mexico.

This course is supposed to get most boats into Ensenada sometime Saturday afternoon for the requisite partying. With over 500 starters and a large spectator fleet, the starting area was a complete zoo: no wind, two starting lines, and a new start every ten minutes. There were three J/30's in the thirty boat PHRF Division H (132-147). We were very close to the line when the gun went off and it still took twenty minutes to clear it, with multiple divisions mixed together just trying to start.

The winds were light most of the way, making for a generally slow race. Everyone starts on a fairly close reach, depending on how far from the beach they want to be; the rhumb line gets to about 15 miles off of Oceanside, CA, at the farthest point. The major decision in the race is whether or not to stay close to the beach, hoping for offshore breezes if there is a high pressure area inland over the desert, or to work outside to get the freshest westerly sea breeze.

In good wind years, it is a drag race down the rhumb line. A slightly later decision is whether to go inside or outside the Coronado Islands in Mexican waters just south of the border. In a typical year, spinnakers start appearing an hour or so into the race, and the Coronados pass by around midnight or shortly thereafter. This year the fleets all slogged slowly south on close reaches for many hours, bunching up each time



Downwind, photos courtesy Newport Ocean Sailing Association

a zero wind zone was discovered.

Fortunately, the wind clocked around enough in the late afternoon for spinnakers. There was enough breeze to keep us pointed in the right direction and make up partially for the miserable progress on Friday afternoon. However, dawn found us still off San Diego, with the Coronados visible about ten miles ahead. Notions of dropping out were expressed, but with 86 boats in all directions, I certainly wasn't going to dropout in front of them. Besides, if the breeze would just improve a bit, we could make the next 60 miles in time for a decent dinner in Ensenada.

It did, in fact, pick up a bit, and we were able to make adequate speed, jibing on significant shifts to keep close to the proper course. The last 15 miles are almost due east into Todos Santos Bay



The post race party—why people race!

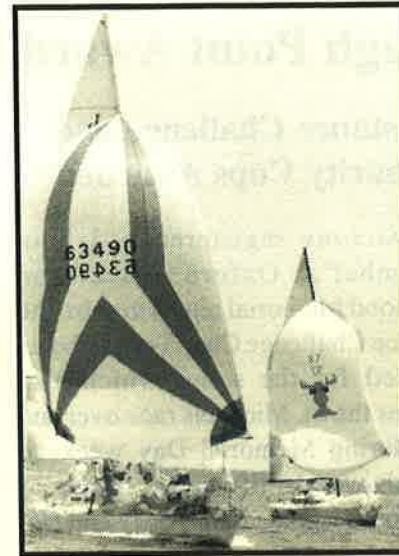
### Newport-Ensenada Fact Sheet

The Newport-Ensenada Yacht Race features every type of boat, from top ultra light maxi yachts to the non-spinnaker cruising class.

What started as a small, just-for-fun race for sailors who wanted to get back into offshore racing after World War II has since grown into the world's largest international yacht race. The Newport to Ensenada International Yacht Race has attracted thousands of sailors, including well-known racers, fun-seeking novices and even some celebrities.

The race was created by the Newport Ocean Sailing Association. The founding members of the organization first met in 1947 "with the objective of reviving pre-World War II cruising races, with an emphasis on fellowship rather than cut-throat competition," according to Doug Wall. Newport Harbor Yacht Club hosted the first race, then called the Governor's Cup. A total of 117 boats competed in the first race, with winds estimated at 25-35 knots, and only 65 yachts finished.

**Course** 125 Miles  
**Competition** 17 Classes, est 600 boats  
**Record Time** 8 hrs. 29 min. *Stars & Stripes*  
**1st multihull** *Lakota*, 13:47:54  
**1st monohull** *Victoria* (Andrews 70) 19:12:05  
**Top PHRF** *Satori*, (Catalina 27)  
**Last to finish** *Eventide*, a 60-year-old Atkinson 38, took this coveted honor in 46:55:05. *Eventide* sailed in the Ancient Mariners class, and was one of two boats sailing that participated in the first race back in 1948. A total of 86 boats failed to finish before the 47 hour deadline.  
**Low Orbiter**, a New York 36 chartered by Dennis Conner, won PHRF-G. It was Conner's 37th Ensenada Race.



### Newport to Ensenada (continued)

where the wind really blasted from behind. We ran for most of that distance at over eight knots dead downwind straight for the finish. Then it almost totally shut down with less than a mile to go. We dropped the spinnaker and sat poised to take any breeze, from any direction, to make it that last little bit. After a few minutes we saw boats ahead starting to show some life, and we slid across the finish on a close starboard reach minutes before 7 PM.

Our *Love & War* was the 301st finisher, for 13th in the division, with an elapsed time of 30.1281 hours. Heading for the new marina, we saw Greg Tice's *Energy* approaching the line, the 310th finisher and 15th in division, 30.6548 hours. We had never seen *Energy* previously during the race, and were anxious to know where Shawn Ivie's *Friction Loss* was, having last seen him working out to sea just before dark the night before. It turned out *Friction Loss* found a hole in the wind somewhere out there and wound up the 371st finisher, 19th in division, 35.0823. For comparison, the division winner was *Thunderbox*, an Andrews 26 rating 144, a light racing machine that is excellent in those conditions which finished in 27.8084 hours. Two years earlier, in

### 1997 Chicago NOOD—as Seen in *Sailing World*

"We have reasonably relaxed, 'intense fun,' in our section," said Darrow when asked to describe what the racing is like. "I came close to buying a J/35 at one point," he continued. But he stayed with the 30 because it suited his long-time crew. For example, he points to his primary trimmer, Sara Rickert Zelek, who started with him at age 14, went on to be a head sailing instructor and is now a firefighter. Married now, she still returns to race each year.

Darrow sails in a PHRF class out of Waukegan YC (Ill.) where there aren't enough J/30s to race one-design. The same is true for many of the J/30s, hailing from ports all along Lake Michigan's shore. The magnet of one-design sailing—and Dennis Bartley's phone calls—continues to bring them back to the Chicago NOOD.

### J/30 Regional Results

#### 1998 Detroit NOOD Level 141

3) Scott Pemberton, Troy, MI, 364, *Phantom*, 4-3-4, 11

#### 1997 Detroit NOOD Level 141

3. *Dark Star*, Lance Smotherman, Rochester Hills MI, 19.75  
 9. *No Spring Chickens*, Kent & Sandy Gardam, Maumee OH, 52.00

#### Block Island Race Week XVII, 1998—PHRF 6

2. *Blitz*, Damian Emery, Shoreham, NY 3-3-11-3-2-4=26  
 7. *The Cat Came Back*, Linc Mossop, Jamestown, RI 5-8-4-4-11-9=41  
 12. *Chinook*, Ed Austin, City Island, NY 11-6-8-13-7-10=55

#### Block Island Race Week XVII, 1997—PHRF 9

3. *Blitz*, Damian Emery  
 4. *Barking Mad*, James Richardson  
 6. *The Cat Came Back*, Linc Mossop

#### GGMC Yukon Yachting Key West Race Week 1998, PHRF 7

10. *Night Nurse*, Scott Davis, Key West, FL 10-5-10-10-10-6-DNC=64

#### Yachting Key West Race Week 1997

8. *Night Nurse*, Scott Davis, Key West, FL  
 9. *Dark Star*, Lance Smotherman, Detroit, MI

More regional results on page 15...



Unknown, but happy class winners

our only other Ensenada Race aboard *Love & War*, we had great wind and finished in about 22 hours.

The new marina had hot showers and a short taxi ride into town took us to a wonderful dinner. The typical Ensenada Race doesn't favor the J/30's greatest strengths, but we seem to hold our own in the middle of the fleet, and to get upset about a race which is a notorious "crapshoot" would completely miss the point of the whole event. We raced with a crew consisting of myself, wife Nancy, two daughters, brother, and two other friends...a total of seven. The race has kept its participation for so many years because it is a lot of fun and great conversation material every year.



# Better Mousetrap Clinches 1997 Chesapeake High Point Award

*Better Mousetrap* wrapped up a High Point winning season by taking the title in Annapolis Yacht Club's Fall Series. The Putnam/Grealy syndicate carried a 3.5 point lead over *Gunsmoke* into the final race and never allowed a boat to come between them to earn the title. Only the third race, in a solid northerly, had the definitive conditions that make Fall Series a fitting season finale. The usually dependable autumn breeze was absent in the first two races.

Warm weather brought just five to eight knot from the southwest for the first race. *Mousetrap* got a bit of leverage to the left and crossed the fleet as the wind backed to the south. A feisty *Big Kahuna* closed the gap on the second beat and the final run, but *Better Mousetrap* managed to hold them off to take the gun with *Gunsmoke* third. The second race was held in the mid-Bay convergence zone. A light northerly faded away during the first beat, but the southerly wouldn't fill. In this day of windward-leeward sausages, the Olympic triangle was a rare and welcome sight—until most of the fleet coasted into a parking lot near the wing mark. A few of the early leaders had their anchors down. Betting on the southerly, the new leaders reached into the old leeward mark. A wisely shortened course had a final leg that was nearly a starboard tack fetch. Not nearly enough, at least for *Mondial*, who settled for third, tacking for the line just behind *Mousetrap* and *Gunsmoke*.

The final race was a landmark for the fleet—the first appearance of class legal Kevlar® jibs after fifteen years of one design racing. While it's difficult to separate the performance of high-tech cloth from boat handling among the day's top finishers, brown sails crossed the line 1-2-5. *Sea Biscuit* showed the form that won the '98 NA's



*Better Mousetrap heels to the wind*  
Photo courtesy SpinSheet Magazine

handling the twenty-five to thirty knot northerly with ease, rounding every mark in the lead. *no respect* was second while *Shuger Blitz* took third for the race and the series.

## Trophies Given at the Annual Awards Banquet

During the winter meeting, Bob Putnam and Mary Grealy received the CBYRA High Point Perpetual Trophy donated by Charlie Scott and a pair of embroidered pile jackets in boat matching colors. This marks the second High point winning season for the *Better Mousetrap* crew who were the top boat during the 1995 season. The award for second overall went to *no respect* who edged *Shuger Blitz* by a slim margin. *Gunsmoke* was fourth and *Bebop* fifth over the eighteen race season. *Bebop* topped *Shugerblitz* in the North American Qualifier Series with *no respect* third, *Better Mousetrap* fourth and *Mondial* fifth.

## Distance Challenge and Charity Cups Awarded

*Vivacious* registered a 1-3 in September's Oxford Race and Hammond Memorial return to seize the Distance Challenge Cup. Twelve boats qualified for the series which also includes the St. Michaels race over and back during Memorial Day weekend and this year's fifty mile thrash to Solomon's Island. *Bear Away* and *Hot Rod* were second and third in this five race one throw-out series.

*Bear Away* was awarded the Charity Challenge Cup with consistent finishes in the Leukemia and Hospice events and a fourth place finish among seventy boats in the pursuit handicap style Bacardi Cup. Thirteen boats sailed at least one race with runner-up *Better Mousetrap* winning two events. It's notable that *Bear Away* skipper Bonnie Sue Schloss raised \$4,500 for the Maryland Chapter of the Leukemia Society. Bonnie, who has won the Leukemia Cup previously, was inspired by her younger sister Linda's battle against the disease. Linda passed away last winter from complications related to her treatment. The class sends its sympathy to Bonnie and her family on their loss.

It would be fitting for the J/30 fleet would devote a special effort toward the 1998 Leukemia Cup. *Sail Magazine* published an article in their August 1997 issue crediting Newport's Lynne Carr and her late husband Ron Carr with starting the Leukemia Cup series of regatta's. Their *Brouhaha* crew won the J/30 North Americans in 1991 at Hyannis, MA.

*Continued on next page*



## Chicago Results

			1	2	3	4	5	Total
1	Planxty	Kate & Dennis Bartley	3	.75	2	.75	6	12.5
2	Salacious	Dan & Esther Darrow	8	3	.75	2	.75	14.5
3	Unicorn	Marek Witkowski	2	4	4	6	3	19
4	Pronto	Tom & Marilyn Edman	.75	2	5	8	4	19.75
5	Banzai Dragon	Bill Gladstone	5	6	3	4	2	20
6	Dark Star	Lance Smotherman	4	7	9	3	7	30
7	Ricochet	Bobby Cox	6	5	8	5	12	36
8	Hullabaloo	Tex & Susan Hull	9	9	6	7	9	40
9	Hushgully	Don Sullivan	10	8	11	11	5	45
9	Falcon	Chris & Greg Moll	7	11	7	10	10	45
10	Circus	Mike Bird	12	14	14	9	8	57
11	Painkiller	Alice O'Martin	14	10	10	12	15	61
12	SecondWind	Steve & Connie King	11	12	15	15	11	64
13	Awesome	Bill Smith	13	15	12	13	14	67
14	Passaje	Robert Steen	15	13	13	14	13	68

place to be. *Ricochet* and *Banzai Dragon* were closest to the boat. This time it was Planxty's turn to lead from the windward mark to the finish.

At the end of four races, Planxty had a seven point lead on the fleet. The next group (*Salacious*, *Pronto*, and *Unicorn*) were bunched within two points. If *Salacious* were to take a first in the fifth

race, *Planxty* could finish no worse than seventh to hang onto the regatta.

On Sunday the weather was back to a more normal pattern for summertime in Chicago. There was a light SW gradient ashore and not a breath of wind on the course. Back in '94 for the NA's *Hullabaloo* brought out a set of bagpipes to bring the breeze. Since the piper

retired to the golf courses of Florida, that duty was left to a pair of whistle players on *Planxty*. The SE sea-breeze did fill in, and it was off to the races once again. Vlad Kobol on Chicago YC's R/C did his usual patient job waiting for the wind to settle in, and then set a windward/leeward three times around.

For the last race, the pin was the place to be, and the winning strategy was to head left for more pressure on the left side. This time it was Bill Gladstone on *Banzai Dragon* who won the pin, and was in

good position up the beat. *Planxty* was trying hard to imitate its friends from Lake Ponchartrain. She got herself positioned over early without a quick way back to restart.

*Banzai* played the left side of the course up the first beat, and rounded the windward mark with *Salacious* and *Unicorn* astern. Gladstone stayed on the east side of the run, while Dan Darrow on *Salacious* split to the west and rounded the leeward gate first. *Banzai* chose to go to the right side of the 2nd beat (if it was good down the run, it might be good up the beat), and again came out ahead of *Salacious* at the windward mark.

On the second run, *Salacious'* downwind speed was just more than *Banzai Dragon* could handle, and Darrow's team again took the lead by the leeward mark, never to relinquish it. Dan had done as much as he could. Now he was left to count boats at the finish. *Planxty* managed to nip *Dark Star* at the finish for a sixth place, saving the regatta by two points. *Unicorn* managed to edge out *Pronto* for third overall.

While a lot of this story is from the perspective of the leading boats, I had the opportunity to be well back in the pack several times. The racing in the middle of the fleet was just as intense as the leaders, and mark roundings were much tighter. With a bit of tactical planning, it was possible to make up several boats around the leeward gates.

As usual, there were no protests this year (though contact between a pair of boats did cause some damage). J/30 sailors still seem to be well mannered and take penalty turns when they break a rule. The fleet does seem to be getting a bit more aggressive over time. There was one note on Internet where a J/24 sailor thought our starts were more intense than he'd seen during the J/24 midwinters!



*Banzai Dragon* on a calmer day.



# Planxty Edges Salacious in Chicago 1997 NOOD

by Dennis Bartley

June racing in Chicago, another light air affair dominated by south easterly seabreezes... NOT. This year the windy city finally lived up to its reputation for most of the regatta. Couple that with the largest J/30 fleet to assemble in Chicago (15 boats) and the hospitality at Chicago Yacht Club, and you've got the ingredients for a great weekend of sailing. This time we had three boats from Michigan (*Dark Star*, *Passaje*, and *Richochet*), *Falcon* from Milwaukee, and a team from Minnesota led by Don Sullivan on Bernie Kucharski's *Defiant*.

Race 1 brought a nice SW wind on the hottest day of the year so far. There was enough of a gradient wind to keep the sea breeze at bay. The strategic choice was to head right quickly, and

One newcomer to the Chicago fleet, Marek Witkowski on *Unicorn*, put on an impressive performance posting a second. The most interesting thing about *Unicorn* is the work Marek did to it. He bought a sorely neglected boat and with a lot of his own hard work turned it into a very nice racing boat with perhaps the smoothest bottom of any in the fleet. Even *Sea Biscuit* would approve.

*Planxty* pulled the comeback of the day (and chose a #3). Again the pin was upwind, but the fight for it wasn't quite as aggressive as the previous start. Score one for silly as the wind built to the mid 20's inshore. That #3 looked pretty good! The runs with a chute were a blast in a building sea, but not exactly for the faint of heart! On the final run, the breeze died dramatically the further offshore you got. It was back to wide gybing angles.

Saturday brought thunderstorms and a break in the heat. With storm cells to the north and south, the R/C postponed the starts for ninety minutes to let everything clear. The wind was initially 190 degrees on the way out to the course, and windy enough that everybody

seemed to agree that #3's were the sail of choice. The trend in the wind seemed to show a persistent right shift. Those that tacked quickly to port and beat feet to the right side seemed to do just fine. *Salacious* rounded the windward mark first, followed by *Planxty*, with the rest of the fleet very close behind. Gybe sets were in order as the wind had veered 20 degrees. Winds in the low 30's made the runs "interesting". Though places 2-5 changed a few times, Dan Darrow's *Salacious* never relinquished the lead and rolled to a hard earned first.

With the wind up, the R/C on the big boat course (Santa Cruz 70s, Corel 45s, etc.) decided to cancel racing for the day. The PRO for the J/30 course echoed Ernie Banks ("Let's play two"), and race #4 was on. Many boats decided to put in a reef before the start... turned out to be the wrong move, and they were shaken quickly. The wind settled in at a comfortable 20 knots. Like race 1, it was the boat that was the preferred



Planxty ahead of Pronto with Chicago's Sears Tower in the Background.



Hullabaloo right, to weather of Planxty with left Dickens on a perfect day in the The 'Windy City'

with the right side of the line favored there were quite a few boats piled up there. The usual suspects (*Pronto*, *Hullabaloo*, and *Salacious*) were all up front at the windward mark. *Pronto*, as she has the last three years, took first once again.

Continued from previous page

## News from the Chesapeake Bay Fleet

### Most Improved and Fleet Captain's Trophy

On the strength of a Race Week winning performance, *Lazy Duck* took home the Most Improved Award, a perpetual trophy which donated to the fleet by UK-Allan Sailmakers. Skipper Wick Keating's crew jumped a remarkable eighteen places in High

Point, to finish to sixth overall.

Bill and Teri Munz's *Vivacious* was awarded the Fleet Captain's Trophy, a competition among boats who, during the prior season, qualified for CBYRA High Point, but did not finish in the top three places in any High Point race. *Encounter* was runner-up. This award encourages participation and reflects the Fleet's appreciation for the support of all racers.

With increasing parity in our fleet, just one boat would be eligible for the Fleet Captain's Trophy in 1998 under the existing terms, *Skua*—and that's only due to a PMS in the Solomon's Island Race. The Governing Board will propose an alternative selection criteria for owner approval at the Spring Meeting.

### Sara Mahood Receives Corinthian Award

If J/30 sailors enjoy the action on the race course, they also like to have a goodtime ashore. At the annual meeting, the Fleet recognized the contributions of Sara Mahood for her ongoing efforts in arranging social actives to complement our racing. Sara has taken the lead by setting up post race dock gatherings; creating pool, bowling and theater nights during the off season; not to mention her summer bash complete with canoe races. Thanks to Sara for further enhancing the great sense of camaraderie within our fleet.



Photo courtesy SpinSheet Magazine

### Late Results: Shuger Blitz Tops 1998 Chesapeake NAQ

*Shuger Blitz* topped twenty boats in the 1998 Chesapeake Bay North American Qualifier Series. Two bullets and second allowed them to throw out a 13<sup>th</sup> in the first event of the season—one which they had the lead until the breeze quit. *Better Mousetrap* edged a resurgent *Jaguar* for second, with *no respect*, fourth *Bebop* fifth and *Big Kahuna* sixth.

The four race series was held in a mix of conditions over five weekends with one event failing to complete a race. A planned sixth event was canceled when it was clear that the arrival of the Whitbread 60's to would make racing impossible. Instead a contingent of ten J/30's acted as picket boats to provide clear lanes for the racers in the start of the leg from Annapolis to France.

1998 Chesapeake Bay North American Qualifier Series						
	NASS	SCC	AYC	One Dsgn	Osius	
Date	Apr 26	May 9	Jun 13	Jun 20	Jun 29	Score
1 Shuger Blitz	13	1	1	N	2	3 1/2
2 Better Mousetrap	5	2	2	o		9
3 Jaguar	2	5	5		3	10
4 no respect	1	6		R	7	13 3/4
5 Bebop	6	4	4	a	10	14
6 Big Kahuna		3	7	c	6	16
7 Gunsmoke	9	8		e	5	22
8 white boat			3	s	1	24 3/4
9 Tiger	3		6			30
10 Encounter		9	12	C	9	30
11 Mondial	11	12	8	o		31
12 Bear Away	7	DNF		m	4	32
13 Vivacious	4	7		p		32
14 Shooting Star		10	9	l		40
15 Lazy Duck		11	10	e		42
16 Delirious				t	8	50
17 Sea Biscuit	8			e		50
18 Skua	10			d		52
19 Huron			11			53
20 Insatiable	12	DSQ				54



## StRanGə FiNiSHes

## &amp; Rules that Apply

We had not one or two, but three weird things happen at the finish of our first race of the 1998 summer season. The scenario was a dying northerly with a southbound ebb current. The line was in the center of the channel where the current was running strongest. Approaching the finish, the race leaders made scant progress. Recognizing the circumstances, the mid pack and tail enders, one-by-one continued to sail in the shallow and weaker current on the west side of the course until they overstood the finish. Then, they attempted to swoop in from above the line using the ebb and their momentum to carry them across the finish.

At the urging of an involved racer in our fleet, I searched through the internet newsgroup rec.boats.racing archives. Sure enough, in October 1996 there was a long series of postings on strange finishes. It closed with US Sailing Judge and resident rules guru Art Engel writing, "With so many angels on the head of this pin, lets hope none of us ever has to deal with this." We did and it was not pretty.

The discussion included two of the three situations we dealt with. I'll cover the third situation later, since it relates to a moving mark.

I'm no rules expert, so I rely here primarily on Engel's comments with help from Thomas McLoughlin's text and pictures along with questions and comments from various other posters. While the rules have been revised for 1997-2000, the changes have not altered the conclusions reached previously.

**Definition of Finish:** "A boat finishes when any part of her hull, or crew or equipment in normal position, crosses the finish line in the direction of the course from the last mark either for the first time or, if she takes a penalty, after complying with rule 31.2 or rule 44.2."

**28 Sailing The Course****28.1 (Sometimes called the 'String Rule')**

"A boat shall *start*, pass each *mark* on the required side in the correct order, and *finish*, so that a string representing her wake, after *starting* and until finishing would, when drawn taut, lie on the required side of each mark, and touch each rounding *mark*. She may correct any errors to comply with this rule, provided she has not already *finished*. After finishing a boat need not cross the finishing line completely."

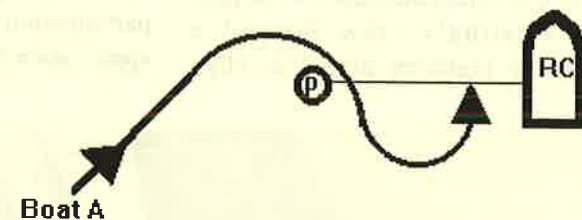
**28.2 ('Mark has a required side')**

"A *mark* has a required side for a boat only when she is on a leg that the *mark* begins, bounds or ends, except that a starting *mark* begins to have a required side when she is approaching the starting line from its pre-start side to *start*

Engel states, obviously enough, that the finish line lies

between the finish marks. He infers that a finishing mark definitely has a required side, since it ends the last leg and the string, when pulled taut, must lie on the correct side.

This creates a number of strange but possible scenarios posed in question and answer form by McLoughlin. Here are the ones we saw:

**The "Buttonhook Finish"**

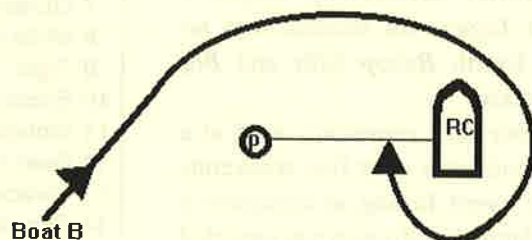
- (a) Boat A sails outside the pin,
- (b) returns to course side by crossing the line, and
- (c) turns back and crosses the line.

Has this boat finished?

No. Definition of finishing is satisfied but 28.1 is not. The taut string clearly does not pass on the required side. You should be scored as a finisher, but are subject to protest by another competitor or more likely the Race Committee who are in a good position to observe the finish.

Note further that any correction must be made before crossing the finish line from the direction of the previous mark. Otherwise it is too late; you cannot thereafter correct your error, having already finished. In fairness you'd rarely see a protest at the club level if the string is "unwound". Even Engel admits that most RCs would merely (though wrongly) take down and use the second corrected crossing as a finish time or position.

So if you find yourself on the wrong side of the finish line try: **"Doing Laps Around the Finish Line"**



- (a) Boat sails outside the pin,
- (b) returns to course side *without* crossing the line, and
- (c) turns back and crosses the line.

Has this boat finished?

Yes. This would satisfy both definition of finishing and

*Continued on next page*

## From the Class President

Bob Rutsch



Last August, I returned to Newport, Rhode Island for the 1997 J/30 North Americans. It had been ten years since I had last sailed there—then as part of a winning effort in the 1987 NA's. I took ten days off, half of which I spent with my wife Marion and daughter Poncie. We poked around the historic town, eating lobster and enjoying the fine beaches with Joe Ruzzi's family. The regatta half was also a family affair. Our crew consisted of my Dad Bill, sister Nancy, her husband Mike Costello, Marion and I, plus long-time *Bebop* crew Joel Mateer and Thomas Coombs, the gracious owner of our loaner boat *Tippecanoe*.

We were off the pace, and though we had set what seemed to be a realistic goal of finishing in the top half, we did that in only one race. Still it was a great trip. There is nothing like Newport in the summer. At a time when my home port of Annapolis is generally hot and windless, Newport has a dependable sea breeze that makes leaving the land for the water a pleasure. It's a place where people aren't afraid to call a boat a yacht. And there's nothing like a cold beer and a steaming lobster after a day of racing.

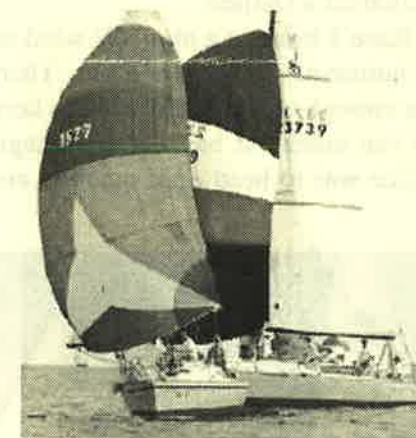
I had some trepidation about combining our championship with the GMC Yukon/Sailing World National Offshore One-Design Regatta. But they ran very efficient shoreside activities from registration to the nightly parties. The race management was as good as any I've seen. For example, if the wind had shifted between starts, they would postpone briefly and set a new weather mark of a different color for classes later in the starting sequence.

The Race Committee was further enhanced by something new to me, *courtesy broadcasts*. All Race Committee communication took place over the assigned radio frequency—including discussions of wind speed and direction, mark location—by both the RC and mark boat. Better yet, an unofficial 'observer' described all activity taking place on the course in preparation to race. This observer broadcast the rendezvous location, course, distance and bearing to the mark and described the committee's actions during the starting sequence. The observer responded to reasonable requests and occasionally provided some wry advice, "Tip for the day, the tide is running out which may push you over the line early." None of this superseded the official running of the race (that means no redress) and the RC still hailed sail numbers for pre-mature

starters (OCS). The effect was to demystify the process for neophytes, confirm the signals for the experienced racer and best of all it kept the starting area clear.

Thanks to all the members of the Newport Fleet for making the return of the North American's a reality, particularly Chuck Stoddard. We also appreciate the help of the loaner owners, Tom Coombs who lent us *Tippecanoe*; Mark and Kathy Rotsky who provided *Nemesis* to our USVI guests; Linc Mossop who was aboard his boat *The Cat Came Back* with John Howell's *Good News* crew who had made the ultimate sacrifice—lending their own boat to the Chicago based *Planxty*.

See you again at Cedar Point!



Wavewalker battles 3/4 Rigg. Photo Kristin Lehman. Below, a downwind parade Photo, Bob Rutsch





## North American Factoids

### Notable Facts and Achievements

Farthest Distance traveled by water: *Better Mousetrap* and *Mondial* both from Annapolis, MD

Farthest Distance by trailer: *Sea Biscuit* from Millington, MD

Farthest Distance crew: *Boojet* from St. Thomas, USVI; honorable mention *Planxty* Oak Park, IL

Loaners: *Good News*; *Tippecanoe*, *The Cat Came Back*, *Nemesis*

Most improved: *Vixen* 14th in 1995 up eleven to 3rd; *Blitz* 7th in 1995 up 5 to 2nd

Hull Numbers, low and high: *Crescendo*, #30; *Kinesis* #497

Sailed in 1987 and 1997 NA's at Newport: *Bebop*, *Fat City*

Most NA's sailed: *Bebop*-twelve, *Fat City*-nine



Above loaner owner Linc Mossop, Class President Bob Rutsch and regatta chair Chuck Stoddard. Photo Marion Rutsch

Below, *Sea Biscuit* takes the lead. Photo Kristin Lehman



Above, *Blitz* gets inside *Crescendo* at the weather mark.

Below, *Rhapsody* leads *Fat City* downwind. Photos Kristin Lehman



Below, the USVI's *Boojet* on *Nemesis* round the leeward mark ahead of *Junkyard Dog* and *The Cat Came Back*. Photo Kristin Lehman



Sailmaker Geoff Moore on:

## Elasticity

Sailors have always spent absurd amounts of time and money acquiring the stiffest masts, rigging, hulls, rudders, tillers, keels, and especially sails. So why is this inflexibility so important? Or, is it? You may be surprised at how convoluted the answer is.

I like to visualize the negative characteristics of stretch in two distinct ways. First, stretch absorbs energy that could otherwise be directed towards producing speed. It is a good theory but it is hard to get a tangible feel for it. Bicycle racers are always trying to develop the stiffest frames so that they will transmit as much energy as possible from legs to wheels. If the frame flexes some of that energy is lost. Likewise, sailors are always trying to turn the energy of the wind into speed. If the sail, halyard, mast or sheet stretches then something is wasted. Second, stretch allows for things to change shape. Sailboats are highly dependent on specific shapes in order to function properly so shape changes are extremely important.

When a sail changes shape it is especially critical. Usually, stretch means the sail gets deeper and the draft position migrates aft. This is exactly the opposite effect that we desire

when the wind increases. Ideally we want to flatten the sail and hold the draft forward, but until someone invents that elusive "reverse shock cord" we will have to cope with a certain amount of stretch as the wind builds. (A reverse shock cord would be a shock cord where the harder you pull on it the shorter it gets....let me know if you find one—I have a couple of great applications)

But not all stretch is bad. We can compensate for the increased depth and the draft aft position change by using our sail controls. We can flatten the sails by bending the mast, tightening the headstay and pulling the outhaul and letting the genoa lead aft. We can then pull the draft back into place by pulling the cunningham or increasing the halyard tension. These controls work because the membrane stretches. Sometimes stretch can act to automatically depower the sails by allowing the leach to twist open. I like to refer to this as a "lively sail" or a sail that "self corrects". These sails are very easy to trim because they require less concentration on the part of the crew. They are especially fast off the starting line when the crew's attention is often occupied elsewhere.

*Continued on next page*

## Tapping Web Helps Unravel Mysteries of the Rules

*Continued from previous page*

28.1 the string rule. The name derives from the possibility of sailing circles around the line until such time as you choose to finish. More than one is generally not considered fast.

### 34 Mark Missing; Race Committee Absent

"When a *mark* is missing or out of position, the race committee shall if possible,

(a) replace it in its correct position, or

(b) substitute one of similar appearance, or a buoy or vessel displaying flag M."

Also relevant is:

32 (d) "After the starting signal, the race committee may abandon the race or shorten the course as appropriate...because a mark is missing or out of position."

When the mark starts to move, do you:

(a) chase the buoy and round on the appropriate side,

(b) abandon the race, or

(c) pretend that the mark is still there, passing in the general area?

Engle unfortunately did not provide an authoritative answer for this one, though most internet posters opted to follow the mark, until it was reset or replaced.

Inevitably, in our race, one boat miscalculated their

swoop from above the line, got sideways, and hooked the pin on their rudder. Boat and mark continued south with the current. An RC mark boat first tried to disentangle and reset the pin. Failing to do so, the mark boat moved into position and displayed code flag 'M', thus becoming the pin end of the line under rule 34. Boat A then did the "Button Hook" finish between the mark boat and the Race Committee and got the gun. Boat B, "Sailing Laps Around the Finish" crossed third and filed a protest against Boat A. Unfortunately it was disallowed on a technicality (failure to notify the Race Committee of intention to protest, as required in the Sailing Instructions).

The Protest Committee found, in a hearing for redress, that it took seven minutes before the mark boat was in place. A number of boats claimed to have passed between the Race Committee and the mark—though the mark was doing most of the passing. These boats contended they had finished. The Protest Committee refused to grant redress, as the testimony of the 'finishers' alone was not persuasive. No one on Race Committee observed any boat cross the line during the seven minutes—they were too busy watching the errant boat that had hooked the pin!

*Bob Rutsch*



# ...Can Stretch be a Good Thing?

Continued from previous page

Most sailmakers incorporate the use of a "tack spike" in their genoa panel layout. A tack spike is an inverted "V" of stronger material connecting the tack to the clew. In theory the "V" spreads open when the lead is moved aft and the foot is stretched around the chainplates. As the foot is stretched the middle portion of the sail is then effectively flattened. Another useful function of stretch is on boats that have a wide range of mast bend such as a Melges 24, Star, IC dinghy, Finn, Laser, Europe, and just about every kind of boat with a free standing rig or a bendy spar. Low tech cross cut Dacron mainsails usually work well in these applications because the sail's elasticity absorbs much of the excessive mast bend.

So do you want stretchy sails or don't you? Why are there so many high tech low stretch sail materials available? If stretch is so bad why doesn't everyone use the lowest stretch material available? The answer is clouded because every boat, mast, and sailing condition has a corresponding "appropriate stretch". Sailmakers and sail cloth suppliers hate to talk about this aspect of their products because it is virtually impossible to quantify, and if they have trouble quantifying how stretch interacts with sails how can they predict the results? There are complex computer modeling programs that try to predict loads within sails, and the cloth suppliers have lots of fancy graphs displaying breaking strengths and elongation. But the ugly truth of the matter is that getting the appropriate stretch to fit your application is completely dependent on the experience of your sailmaker. This is because sail loads are dynamic, thread-lines vary through-out the sail, new materials reach the market at a surprising rate, and sail geometry's are too numerous to count. So how can you use the flexibility in your sail? I like to break it down into four considerations.

## Weight

Lighter sails are better than heavier sails, but lighter sails of similar material will stretch more. Scientist use the term "Modulus" when they describe stretch to weight ratios. The higher the modulus the lower the stretch. Many larger boats require very high modulus fabrics to handle the severe loads they generate. This has led to many exciting developments in sail cloth. Most of us understand that weight aloft hurts ballast and pitching so lighter sails are preferred, but more importantly, sailmakers have become accustomed to adjusting the stretch characteristics of their sails by varying the fabric weights. They also have to make sure the material does not have a catastrophic failure, so higher loads might require heavier material.

## Adjustability

As we have seen some stretch is good, but too much is bad. If the sail is not sensitive to the sail controls (mast bend, cunningham, and outhaul) the sail is probably stretching beyond the means of your ability to control the sail shape. In this case the sail is "under built". The sail may appear too deep, and no amount of mast bend or headstay tension will flatten it. Or, the leech may blow open, and

no amount of sheet or vang will correct it. Conversely, if the sail is "overbuilt" the sail will be too sensitive to the controls and it will be virtually impossible to efficiently change the shape as the conditions change. It will not "self correct" itself to minor wind changes. An example might be a mainsail that every time you ease the back stay by a small amount, the draft jumps way too far forward, and the cunningham can not be eased fast enough, or a headsail that is so sensitive to halyard that you never seem to have it set just right. Neither sail will have a sweet spot.

## Orientation

The direction of stretch affects the sail shape. The size, tension, and direction, of fibers within the fabric varies, and since fabrics can be arranged in an infinite array of orientations sailmakers have found that they can adjust the stretch characteristics of sails by changing the fabric orientation. Thread-line orientation is an amazingly complex topic and deserves more attention than I can afford in this article, but in general a sail built with too much stretch vertically and not enough horizontally will become too flat too quickly. Conversely a sail with too little stretch vertically and too much stretch horizontally will tend to get too deep.

## Longevity

Finally stretch is only "good" in so far as the sail material will return to its original shape when the loads are reduced. We call this property of stretch "memory". Memory is extremely important to the value of a sail. A sail material that has more memory will last longer because the sail will return closer to its design shape after many cycles of stretch. Unfortunately many of the very high modulus materials have very little memory. Quite often the fastest sails are those that are light, or stretchy enough to be lively, "self adjusting", and responsive to sail controls, "memory". The bad news is that these qualities can deteriorate quickly as the fabric breaks down and loses its memory. Nowhere is this more obvious than in one design classes that legislate woven Dacron with no minimum cloth weights. In these classes sails and especially jibs become truly disposable with a life span of no more than one or two regattas. Sailors are therefore always choosing between the better performance of a lighter, stretchier fabric with a lot of initial memory versus the longer life of a heavier less stretchy fabric.

These considerations affect all sailboats to a greater and lesser degree. In some cases you do not have any control over these variables, but to most of us knowing how stretch affects performance is the first step to improving our knowledge and eventually our results. The bottom line is that stretch is not an evil word. If you learn to tame it you might find that you can put it to good use.

Geoff Moore, a Partner in Shore Sails, Ltd., sailed in the 1997 J/30 North Americans. To receive his occasional e-mail on a variety of interesting subjects contact him at gmoore@shoresails.com, or 7 Merton Road Newport, RI 02840 (401) 849-7700



## 1997 J/30 North American Championship

Newport, RI, August 15, 16, 17

Name	8/15		8/16			8/17	Score	Skipper	Home Port
	1	2	3	4	5	6			
1 Sea Biscuit	7	3/4	3/4	3	3/4	2	14.25	Dorsey & Gail Owings	Millington, MD
2 Blitz	3/4	2	7 P5	6	5	6	26.75	Damian Emery	Shoreham, NY
3 Vixen	2	5	7	9	10	3/4	33.75	Jim DelBonis	Uxbridge, MA
4 Wavewalker	8	7	3	3/4	7	9	34.75	David Walker	Glastonbury, CT
5 Crescendo	13	10	4	4	4	12	47	Bill Kimbell	E. Greenwich, RI
6 Blitz	11	14	8	2	3	14	52	Rod Butlin	Bristol, RI
7 Barking Mad	4	3	5	15	12	15	54	James Richardson	Boston, MA
8 Better Mousetrap	10	4	14	13	6	17	64	Putnam/Grealy	Annapolis, MD
9 Air Apparent	12	6	12	21 P5	11	3	65	Scott Paige	Greenwich, CT
10 3/4 Rigg	9	9	21 P5	24 PMS	2	5	70	William J. Riggs	Warwick, RI
11 Smiles	3	17	24 P9	11	9	8	72	John McArthur	Stratford, CT
12 BruHaHa	14	12	13	24 DSQ	8	4	75	Carr/Tamulaites	Portsmouth, RI
13 Planxty (Good News)	5	13 P5	6	24 PMS	15	13	76	Dennis Bartley	Oak Park, IL
14 Rhapsody	18	13	9	13 P5	13	11	77	Wayne Iruillo	Warren, RI
15 Fat City	6	11	20 P9	12	17	16	82	Carl Sherter	Waterbury, CT
16 Kinesis	22	19	10	15 P5	14	7	87	George Harrington	Plymouth, MA
17 Boojet (Nemesis)	17	24 P9	15	5	16	10	87	Tom Gore	St Thomas, USVI
18 BeBop (Tippecanoe)	15	15	18	7	18	21	94	Bill Rutsch	Chevy Chase, MD
19 Mondial	16	16	23	14	23	20	112	Joe Ruzzi	Alexandria, VA
20 Falcon	20	21	19	19	20	18	117	Charles Stodard	Barrington, RI
21 Aquarius	19	20	20	18	22	19	118	Richard Mitchell	Needham, MA
22 Good News	21	23	21	17	19	22	123	John Howell	Warwick, RI
(Cat Came Back)									
23 Junkyard Dog	23	22	22	20	21	23	131	Jerry Rockhill	New York, NY
(Loaner boat name)									

(P=Penalty and number of places)

Continued from previous page

By the time racers reached the NOOD party tent, it was nearing last call. But who could ask for more after a day of Newport's famed smoky sou'wester and three tightly contested races. *Sea Biscuit* had built a 8.5 point lead over Damian Emery's *Blitz* with the next boat *Wavewalker* another five points back. *Vixen*, *Crescendo*, and Rod Butlin's *Blitz* held down the next three spots with one race to go.

The finale Sunday was again held on upper Narragansett Bay and challenged crews with 20 degree oscillations and a strong ebbing current. *Sea Biscuit* paid close attention to the shifts to take the lead ahead of *Vixen*, but relinquished it at the final leeward mark to cover *Blitz* who had emerged from the pack. *Vixen* got the gun and moved up one place to third overall. *Sea Biscuit* wrapped up the title with a second. Two former NA champions *Air Apparent* and *Brouhaha* finished the regatta on an upbeat in third and fourth, their best races of the regatta. *3/4 Rigg* finished fifth while Damian Emery's *Blitz* took sixth to hold on to second for the series.

## Top finishers in other classes

J/24 (21 boats)	1. Ingham, 8.25; 2. Herget, 21; 3. Alison, 22; 4. Sertl, 32; 5. Wood, 39.
J/29 (10 boats)	1. Esposito, 7.25; 2. Morgan/Connor, 15.75; 3. Andersen, 19; 4. Glawson, 23; 5. Lavin, 24.
J/35 (9 boats)	1. Nickerson, 3.75; 2. Phillips, 12; 3. D'Albora, 20; 4. Bodden, 21; 5. Kits van Heyningen.
J/44 (7 boats)	1. Willis, 12.75; 2. Salvati, 12.75; 3. Ketcham, 17.75, 4. Foulk, 18; 5. Sitar, 18.
J/80 (17 boats)	Ewenson, 16.50; 2. Taylor, 17.75; 3. Swain, Jr., 23.75; 4. Lyall, 24.75; 5. Cohen, 37.
J/105 (11 boats)	1. Carballal, 11.75; 2. Laughren, 18.75; 3. Taylor, 19.69; 4. Swirbalus, 22.75; 5. Weideman, 23.
Melges 24 (14 boats)	1. Girard, Jr. 9.5; 2. Stevralia, 13.75; 3. Uznis, 18.75; 4. Todd, 26; 5. Elliott, 28.75.
PHRF 42-66 (10 boats)	1. Dockery, 10.25; 2. Connolly, 18.25; 3. Lefort, Jr., 21.25; 4. Ryan, 22; Hirsh, 25.
PHRF 75-87 (8 boats)	1. Loeb, 13.75; 2. Loory 14.75; 3. Weintraub, 16; 4. Bouzaid, 17.25; 5. Connolly, 18.
Corsair (6 boats)	1. Lussier, 3.75; 2. Kornyei, 13; 3. Cabot, 17; 4. Deupree, 19; 5. Heller, 27.



1997 J/30 North Americans

Continued from previous page

The J/30 was the largest fleet of eleven in the regatta, which including seven J/Boats: J/24, J/29, J/30, J/35, J/44, J/80 and J/105; Melges 24, Corsair and two level PHRF fleets. Two divisions were run on separate circles, with our fleet racing in Rhode Island Sound Friday and in Narragansett Bay, Saturday and Sunday. The J/24 class, with 21 boats was won by Michael Ingham of Rochester, NY. That competition was notable for the head to head battle of two former Rolex Yachtswomen of The Year—Betsy Alison of Newport and Cory Sertl of Rochester, NY—who finished third and fourth respectively. Each used the regatta as a tune up for the Rolex Women's National Keelboat Championship sailed in J/24's the following month. The North American Championship for J/80s was also contested on the same course with Geoff Ewenson and Mac Butler of Newport, RI, edging Edward Taylor of Toledo, Ohio by a narrow, 1.25-point margin in a 17 boat class. The organizers had the forethought to schedule and run a third race Saturday for the J/30's and J/80's giving each a six race no-throwout series for their championships.

Overcast skies and light winds greeted sailors as the competition got underway Friday. After a two hour delay the breeze filled from the south at 8-10 knots, but with 10- to 15-degree wind shifts that kept racing tight and tacticians guessing. The line was crowded but the shifting breeze soon scattered the fleet across Rhode Island Sound. Damian Emery's *Blitz* took advantage of the favored left side of the course to win the first race ahead of *Vixen*, and *Smiles*. *Barking Mad* was fourth, followed by the *Planxty* crew sailing the loaner *Good News*, and Long Island's *Fat City*.

*Sea Biscuit* took the second race while *Blitz* followed up with a solid second, with *Barking Mad* third. *Better Mousetrap* took fourth, *Vixen* fifth and *Air Apparent* sixth. At the end of the day *Blitz* had a solid 4.25-point lead over *Vixen* and *Barking Mad*.

Friday night, the class held a banquet at the Naval War College featuring a traditional New England Lobster Bake. J/Boats designer and co-founder Rod Johnstone was kind enough to appear and speak after dinner. He was so astounded by the three hundred attendees that he talked about old times instead of his latest creation the J/90. Rod reminisced about landing on a dirt runway then driving a good clip to the Macatawa Bay YC in Holland, MI. The club jump started the class by placing a fleet order. They later hosted the first J/30 NA's in 1980. Rod neglected to mention that he won that first NA's, and the second as well the following year in Newport.

Saturday, the J/30 fleet sailed three races in a 15 knot southerly in Narragansett Bay's East Passage, north of Gould Island. The first attempted start was recalled when the fleet piled up at the highly favored pin end. After resetting the line and getting away, the mark roundings were still congested resulting in no less than four protests. The carnage dropped *Blitz* from second to seventh after taking a 20% penalty. *Sea Biscuit* came away clean with a bullet, with *Wavewalker* third, *Crescendo* fourth, *Barking Mad* fifth and the *Planxty* crew sixth.

The breeze built to twenty knots for the second race of the day, with the left side of the course favored. At least a couple boats hoisted the often neglected #2 genoas with success. There were no general recalls, but two contenders *3/4 Rigg* and *Planxty* suffered pre-mature starts. David Walker's



The two key ingredients to winning the J/30 North American Championship? "Seven years of sailing together and a lot of Coors", winning skipper Dorsey Owings, as quoted by Tom Meade in the Providence Journal; Photo Bob Rutsch

Connecticut based *Wavewalker* again showed her stuff, with Rod Butlin's *Blitz* in second, and *Sea Biscuit* a solid third. *Crescendo* was again fourth, followed by the Virgin Island's *BooJet* crew aboard loaner *Nemesis*. Damian Emery's *Blitz* fought back four on the final lap to take sixth.

Saturday's finale had just J/30's and J/80's from the original five classes. The course was a long three leg windward-leeward with the weather mark clocked to the right of Gould Island. This time the general recall came after a pile up at the committee end—there were some wide eyes on the *Sea Hawk* just before the gun. I sure didn't figure it out, but I learned later that current was a factor in this race. *Sea Biscuit* had a perfect pin end start, footed out, tacked to port, crossed the fleet and was never threatened. *3/4 Rigg* got to the podium with a second, with Rod Butlin's *Blitz* posting a third. *Crescendo* had another fourth. Damian Emery's *Blitz* hung in for fifth with *Better Mousetrap* sixth. *Continued...*

**How to: Replacing the Cutlass Bearing**

One of the normal maintenance items that need attention (hopefully when the boat is hauled out ) is the cutlass bearing which supports the propeller shaft. The cutlass bearing is a tube with rubber internal lining which wears out with use. Removal & installation requires the use of a press easily made from a two foot piece of 1/2" threaded rod & hex nuts, some large washers and two pieces of metal pipe/tubing/conduit/deep sockets ( one piece slightly smaller & longer than your cutlass bearing-used as a driver and one piece slightly larger & longer than your cutlass bearing-used as a receiver ).

**Deck Non-Skid Recommendations**

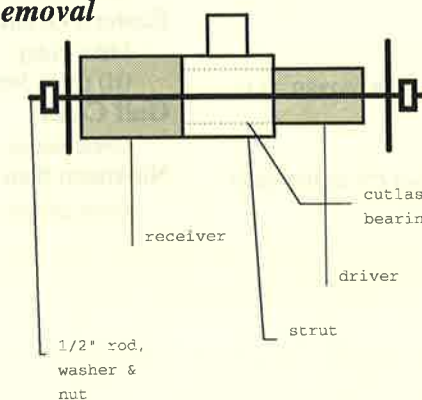
Sean Bethune writes: The fun of watching the crew sliding around on the foredeck like the three stooges has worn off. I need to put something on before they keelhaul me. I was surprised to see the sand I put on previously wear off in about two months. Does anyone have any suggestions for a more permanent solution?

Steve King (secondwind@aol.com) replies: I restored the original non-skid on my J/30. The molded-in non-skid pattern had worn down, the gel coat had become porous and impossible to clean, and the crew were complaining. I used Awlgrip 2-part polyurethane with 'Griptex' polymer grit, both mixed with the paint and liberally added on top of the paint with a large salt-shaker. The application was by roller. We did two coats. The results have been excellent so far. I haven't noticed any wear; however, we have only 10 races or so on the new deck. By the way, the coverage estimates in the Awlgrip 'how-to' booklet were overly generous and I ended up returning about half of the paint I ordered.

The following steps are generally required to remove the cutlass bearing:

1. Remove the propeller shaft.
2. Remove the allen head set screw in the side of the strut which locks the cutlass bearing in the strut.
3. Press out the cutlass bearing as shown in removal sketch by tightening the nuts on the threaded rod. The cutlass bearing will wind up inside the receiver pipe.

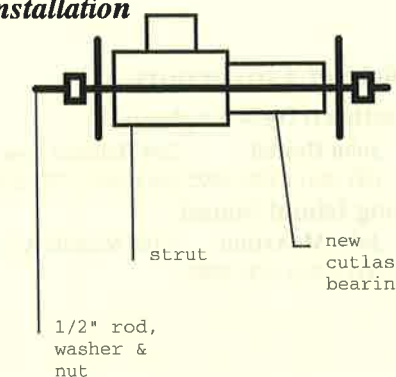
**Removal**



The following steps are generally required to install the cutlass bearing:

4. Press on the cutlass bearing as shown in installation sketch until it is flush with the strut by tightening the nuts on the threaded rod.
5. Reinstall allen head set screw in the side of the strut.
6. Reinstall the propeller shaft.

**Installation**



**The St. Thomas Yacht Club, USVI**  
CLASS E Cruiser/Racing (CSA) 9 boats

1. J. Doe Cyntia Ross
2. Boojet Tom Gore/Deborah Swanson



100th Chicago-Mackinac, PHRF 0 (27 entries, 6 J/30's)				
Start: 07/18/98; Distance: 289.4 NM				
Finish	Yacht	Owner	Club	Fleet
2	Unicorn	Witowski, Marek	JCYC	7
9	Falcon	Moll, Greg/Chris	SSYC	38
10	Pronto	Edman, J. Thomas	JPYC	53
12	Hullabaloo	Hull, C. Hadlai	BPYC	59
20	Circus	Bird, Michael	COLYC	160
23	Pain Killer	Woods, Lawrence H.	COLYC	219



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\* Denotes recent changes

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### Gulf Coast

*Open, please call Bob Rutsch if you wish to volunteer*

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**J<sub>30</sub> JOURNAL**

J/30 Class Association

P.O. BOX 7579

Silver Spring, MD 20907-7579

## First Class Mail

To:

**J<sub>30</sub> JOURNAL**

Volume 18, Number 1

Class Association News

Spring/Summer, 1998

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

# Sea Biscuit Sweeps '97 NA's at Newport

*Blitz second; Twenty-three J/30's are largest fleet at NOOD Regatta*

August 18, 1997 NEWPORT, RI—Dorsey and Gail Owings of Millington, MD and their crew on *Sea Biscuit* captured the 1997 J/30 North American title. Dorsey called the 23 boat J/30 fleet “Very, very competitive.” The *Sea Biscuit* crew have made six attempts to win the J/30 North American title since 1990 and were runners-up in both 1994 and again in 1995. “We’ve had pretty much the same crew all these years, traveling to Chicago, Bridgeport and now Newport. We race hard, but try to have fun first,” reported Dorsey, “and we drink a lot of beer,” finished Gail.

*Sea Biscuit* had to battle back to seventh from mid fleet in the first race after being caught on the wrong side of the first shift. They followed that with three bullets and a third. In the final race they opted to cover runner-up Damian Emery’s *Blitz* of Shoreham, NY, to assure the championship with a comfortable 12.5 point margin. That opened the door for Narragansett Bay’s Jim DelBonis of Uxbridge, MA, who’s *Vixen* won the finale and slipped past David Walker’s *Wave Walker* by one point for third overall. Two other local boats, Bill Kimbell’s *Crescendo* and Rod Butlin’s *Blitz* rounded out the top six

The championship was for the first time part of a larger event—the three-day GMC Yukon/Sailing World National Offshore One-Design Regatta. More than 130 yachts and 1,000 sailors from as far away as Canada and the US Virgin Islands sailed in the Newport NOOD. It was the fourth in a series of seven one-design regattas held in various regions around the country, throughout the year. GMC was the title sponsor and Sun Yacht Charters, Interlux, Halls Spars and Hall Rigging, North Sails, High Sierra Sport Company, Samuel Adams and Rums of Puerto Rico were support sponsors.

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Above, *Sea Biscuit* leads *Blitz* and *Planxty* at the weather mark. Below, *Blitz*, near the leeward mark. Photos by Kristin Lehman

